The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No 468.—Vol. XIV.] LONDON: SATURDAY, AUGUST 10, 1844. [Price 6d.

SUNDRY SPARE MINING MATERIALS, at TREWAVAS MINE, in BREAGE.—TO BE SOLD, BY AUCTION, by Mr. KERBY, on Wednesday, the 14th day of August next, by Two o'clock in the forenoon, at TREWAVAS MINE, in the parish of Breage, the following MINING MATERIALS:—

CONSISTING OF

ONE 45-inch cylinder PUMPING ENGINE, 9-feet stroke in the cylinder, 8-feet stroke in the shaft, with cylinder cone and rest from bob.

ONE 18-inch cylinder STEAM WHIM, cone, &c., complete.

Eight sets capstan and shears, two balance-bobs complete, one angle-bob,

1	15-inch H piece and top dout	20	9-inch 12-inch pumps
6	7-inch do.	1	9-inch 8-inch do.
1	8-inch do.	10	9-inch 7-inch do.
1	8-inch do.	1	9-inch 6-inch do.
1	15-inch plunger pole, stalling-bars and gland	40	9-inch 6-inch do.
		1	9-inch 5 inch do.
1	13-inch do.	24	9-inch 4-inch do.
1	14-inch do.	1	11-inch 12-inch working barrel
1	7-inch do.	1	10-inch 7-inch do.
1	7-inch do.	1	9-inch 6-inch do.
1	6-inch do.	1	9-inch 5-inch do.
1	6-inch do.	1	6-inch 15-inch flat bottom plunger
1	15-inch pole cast	1	6-inch 13-inch do.
1	9-inch do.	1	6-inch 9-inch do.
1	7-inch do.	1	6-inch 9-inch 7 do.
1	9-inch do.	1	6-inch 7-inch do.
1	6-inch doorpiece	1	9-inch 6-inch 7 sinking do.
1	6-inch do.	2	10-inch 6-inch do.
1	5-inch do.	1	10-inch 5-inch do.
		1	6-feet 5-inch 5 flat bottom do.

7 pair of fagoutted rod plates, 14 feet long by 6 inches wide; 7 pair of connecting rod plates, 14 feet long by 6 inches wide; 5 pair of rod plates, 6 inches by 5 in; 1 pair of rod plates, 9 feet long by 3½ inch wide, 4 inch thick; 20 pair of rod plates, 6½ feet long, 6 inches by 4 inch; 1 pair of cups, 10 feet long by 5½ inches wide, 12 inches thick; 2 pair cranks cups, with gutter bands, 9 feet long, 6 inches by 12 inch; 1 pair cutter bands, 9 feet long, 5 inches by 14 inch; 1 pair cutter bands, 12 feet by 6 inches wide, 14 inch thick; about 11 tons of old wrought iron; several tons of cast and scrap iron; a quantity of boiler plates and old white lebbers; a large lot of pawk and oak timber, and a variety of useful mining materials.

The above articles are in good condition, for viewing the same apply to the agents on the mine, and for further particulars to Mr. Pearce, solicitor, Helston.

Dated July 31. 7

TO COALMASTERS, IRONFOUNDERS, AND OTHERS.—TO BE SOLD, BY AUCTION, by E. PAYNE, at the Cockney, at Rudford, on Monday, the 19th day of August, 1844, at One o'clock precisely,

TWO VALUABLE SECOND-HAND WINDING ENGINES,

together with PARTS of an ATMOSPHERIC WINDING ENGINE, and of a large PUMPING ENGINE; pump trees, working barrels, and sundry useful articles, in lots. The cylinder of the large engine has recently been re-bored.—The above articles may be seen by application to Mr. G. Iron, at the cockney.

The colliery is fourteen miles from Leicester, with which it communicates by the Leicester and Swannington Railway, and six miles from Ashby-de-la-Zouch. 2

IRON WORKS FOR SALE.—TO BE SOLD, BY PUBLIC SALE, within the Royal Exchange Sale Rooms, Glasgow, at One o'clock in the afternoon, on Thursday, the 22d day of August next, if not previously sold by private bargain, the DEVON IRON-WORKS, situated about three miles from Alloa, in the county of Clackmannan, and consisting of THREE BLAST-FURNACES, with blowing-engine, sufficient for the same; calcining-kilns, machine, blast and fillers' shops, manager's and workmen's houses, with every other accommodation necessary for carrying on extensively trade in the manufacture of pig-iron and castings. The works have been carried on for the last fifty years, and the quality of the pig-iron is well known and much esteemed. The country is well adapted for the manufacture of plate to a large extent, as well as other castings, and the works are conveniently situated for the supply of the whole east coast of Scotland, as well as for the continental market, and an extensive foreign trade is carried on.

The works are built on a part of a ring, held in perpetuity by the company, from Lord Mansfield, of thirty-four Scotch acres or thereby; and the land not occupied by the works is in a high state of cultivation. The feu will be sold along with the works. The present company also hold a lease of all the IRONSTONE in the under-lying measure of the works, consisting of a good clay ironstone; and supplies of limestone may be obtained from the neighbouring collieries and other convenient places along the shores of the Firth. The benefit of this lease will also be assigned at the same time.

A sufficient quantity of coals may be had from any of the neighbouring collieries. One pit, situated not many yards from the furnaces, yields an ample supply of excellent splint coal; and Tanshinus may be procured on very reasonable terms.

Further particulars may be known by applying at the works, or to Messrs. C. Dickson & Son, writers, Dundee. 3

In Sussex, near to Brentmore Station.—A Capital Mineral Farm, nearly 300 acres, in the occupation of a first-rate tenant; lying of good shooting, and in a high and healthy position.

MR. GEORGE ROBINS is directed to SELL, by AUCTION, at the Mart, in London, on Thursday, the 29th August, at Twelve o'clock, in one lot, an exceedingly desirable FREEHOLD FARM, pleasantly situate, within four miles of Brighton, and less than three miles of the pleasant market town of Battle-cum-Ninfield, and the very eligible

RED TREE HOUSE, WHELPLEY HILL,

surrounded by great wealth within twenty eight miles of London, and so near the coast of the best sea-bathing, Chesham is three miles off and Hotel Hampstead within five; so that the position finds a ready vent at a striking expense. The land is of a quality that may always be depended on, under a healthy course of cultivation—and the improvement upon this head, after being subject to a gentle depletion for the last four or five years, arising out of a bad apportionment of manure, will the land entitled that to five quarters of superior wheat and barley, and the crops of clover are most abundant. The farm house, as well as the buildings, are of excellent order, and in excellent. It must be purchased, will be greatly admired by a gentleman with the of good, or gain. The woodsy range, Beacon, also with its lovely views, appreciated they once had a contact, will be but too happy to have a look, and purchase the property—but his present rent is a very moderate one.

The estate contains near THREE HUNDRED ACRES, and, with the exception of less than two, is entirely within a ring fence. There are about fifty acres in thriving woods and plantations; it will be in accordance with good judgment to have them by suitable gradient by, and good crops of corn, among their extensive —a broad farm and meet the luxury of woodland scenery, in accordance with the most important acquisition. The red gravel are not high—and the other has been enlargement of stock in the part with.

Such is a bare outline of the property, which is committed for positive sale, and may be exceedingly eligible and much considered for small residence.

Particulars, with a view plan to the same, at the George, Chesham; King's Arms, Berkhampstead and Hotel Hampstead; also at the offices of Messrs. Simmons and Pattison, solicitors, Reading; Mr. Wm. Allen, solicitor, Wokingham; Mr. Hodson, solicitor, Liddard; Mr. Bishop, solicitor, Bruce Castle, Tottenham's Inn; the Auction Mart, and to Messrs. Gardner—with power to inspect the printed particulars. 4

TO BE SOLD, BY PRIVATE CONTRACT, the FREEHOLD FARM, called SCOTTSTOWNEY and MOYBRAIA, in Cross Aherlow, (the commodious residence of FARM BUILDINGS, COTTAGES, and 114a. 3r. 8p. more or less, of PASTURE, MEADOW, and ARABLE LAND; and also a valuable AUTHRACITE COAL MINE, called the "first mine," in said Cherlow Glen, lying about 200 perches of the farm, at an easy day of sight further to a quay, on which a shipping may be easily effected. The property is situated near the Limerick and Clonmel Railway, and is about twelve miles from the Port of Limerick, and eighteen miles from Clonmel.

Also, TO BE LET, in the Kenmare Valley, Cappagowlane, a valuable ARTHRACITE COAL MINE, called the "Lyhig Mine," also that dock, under the Derrynasaggart and Boggeragh Mountains, two and a half miles from the Kenmare River, and within about three miles of the Port of Kenmare, containing about 170 acres of rock, part of which may be worked by level. This mine has been extensively worked under the adjoining mine. The dock and mine are now in a perfect state for working.

Also, TO BE LET, in the Kenmare Valley, Cappagowlane, a valuable SLATE QUARRY, called the "Lyhig Slate

PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND BIRMINGHAM RAILWAY COMPANY.

The half-yearly general meeting of the proprietors was held at the Station, Euston-square, on Friday, the 5th inst., G. Carr Glyn, Esq., in the chair.—The advertisement convening the meeting having been read, and also the minutes of the last meeting, to which the seal of the company was affixed—the Chairman said, he had it in his power to congratulate the proprietors on a considerable increase in the receipts of income, and a decrease in expenses, as compared with the previous half-year. There was one item of £3,500*l.*, under the head of "Works of roads and stations," which might at first appear large; but he would just explain that it arose from the erection of a bridge, for thirds for the increased carriers' traffic, and for strengthening the works between Euston-square and Camden-town, which had been weakened by the erection of houses in the neighbourhood. In their negotiations with the Grand Junction Company, they had placed themselves in a position which would tend to the profit of the company, and the benefit of the public; and with respect to fares, the adopted system now adopted would, he believed, be satisfactory to the public, without affecting their ultimate profit. He then further alluded to the proposed lines, promoted and encouraged by the company (information respecting which will be found in the report), and stated, that although the Government Railway Bill had become so modified as rather to further than otherwise the interests of old-established lines, still its operations would take from this company 50,000*l.* per annum with respect to the prices fixed for third-class passengers, without any amendment of the present system of rating to the parochial assessments.

R. Creed, Esq. (the secretary) then read the following directors'

REPORT.

The directors announce that Acts have been obtained in the present session for the Leicester and Custrea, and the Chester and Holyhead Railways. The former is in active and satisfactory progress—the latter waits the decision of the Government on the grant to be made for the public service, and which is under discussion. The attention of the directors, in the interval since the last general meeting, has been much occupied with the consideration of proposed lines, which may partially affect the interests of the London and Birmingham Railway. Anxious as the directors are to conduct new engagements, and believing also that, were the company allowed to construct new engagements, they should be also more effectually to benefit the public, they cannot but regret the frequency of these projects; but each, in the present abundance of capital, in the eagerness for competition, and each the more powerful in consequence of new railways, that the company are no longer in a position to resist tendency for more railways, that the company are no longer in a position to resist tendency for more railways, that the company are no longer in a position to resist tendency for more

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, and OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Queen-street, Wellington-street, Blackfriars-road, London. 32

GUARANTEE SOCIETY.—Established by Act of Parliament.—SECURITY given for the FIDELITY of PERSONS in SITUATIONS of TRUST.—Prospectuses may be obtained daily, at the society's office, 28, POULTRY, between the hours of Nine and Five.

AGENTS.

Birmingham	Nathaniel Lee, Esq.
Bristol	Messrs. G. Edwards and Son.
Edinburgh	H. Callender, Esq.
Hull	Messrs. Alsop and Son.
Leeds	Messrs. J. H. and G. Rhodds.
Liverpool	Messrs. Hughes and Ronald.
Manchester	Samuel Taylor, Esq.
Newcastle-on-Tyne	F. W. Bruinvan, Esq.
Sheffield	S. Mitchell, Esq.

By order, THOMAS DODGSON, Secretary. 33

AUSTRALASIAN COLONIAL AND GENERAL LIFE ASSURANCE AND ANNUITY COMPANY.
Capital £500,000, in 2000 shares.

DIRECTORS.

Edward Barnard, Esq., F.R.S.	Gideon Colquhoun, Esq.
Henry Burkin, Esq.	C. E. Maugles, Esq.
Robert Brooks, Esq.	Richard Oosthuy, Esq.
John Henry Capper, Esq.	William Walker, Esq.

BANKERS—Union Bank of London.
COLONIAL BANKERS—Bank of Australasia (incorporated by Royal Charter, 1835)
Nos. 2, Moorgate-street.
PHYSICIAN—P. Fraser, Esq., M.D., 62, Guilford-street, Russell-square.
SOLICITORS—Messrs. Maples, Pearse, Stevens, and Co.
SECRETARY—Edward Sykes, Esq. 34

The advantages offered to EMIGRANTS to the Australasian colonies by this company are—First, that no extra premium is charged for residence in any of the Australasian colonies, except in New Zealand. Second, that no extra premium is charged to those who remove for the whole term of life, for one voyage out to the Australasian colonies, and for one return voyage; and that premiums may be paid and claims settled in those colonies. And to all persons who wish to secure their lives, the company offers unusually favourable rates of premium, participation in profits, and the guarantee of an ample subscribed capital.

Prospectuses and full particulars may be obtained at the offices of the company, 126, Bishopsgate-street, corner of Cornhill.

EUROPEAN LIFE INSURANCE AND ANNUITY COMPANY.
Instituted January, 1819.
EMPOWERED BY SPECIAL ACT OF PARLIAMENT, 7 & 8 VICTORIA, Cap. 40.
OFFICE—No. 18, CHATHAM-PLACE, BLACKFRIARS.
BOARD OF DIRECTORS.
JOHN ELLIOT DRINKWATER BETHUNE, Esq., 30, Chester-square, Chairman.
Thomas Henry Call, Esq., 1, Mount-street, Grosvenor-square.
John Rivett Carnac, Esq., 46, Devonshire-street, Portland-place.
John Greatheed Harris, Esq., 2, Old Palace-yard.
Henry H. Harrison, Esq., 1, Percy-street, Bedford-square.
Thomas Ross, Esq., 11, Manchester-square.
Alexander H. Mackonochie, Esq., 13, Cadogan-place, Sloane-street.
William Paxton Jervis, Esq., 13, Cadogan-place, Sloane-street.
Frederick Slater, Esq., 10, James-street, Buckingham-gate.
John Stewart, Esq., 22, Portman-square.
James Sutton, Esq., 1, Arlington-street, and 200 Sam Grove, Peterfield, Hants.
John Thorpe, Esq., 9, Foley-place. 35

THIS OLD ESTABLISHED SOCIETY has recently received ADDITIONAL POWERS, by Special Act of Parliament, and affords FACILITIES in effecting INSURANCES to suit the views of every class of insurers.

PREMIUMS are received yearly, half-yearly, or quarterly, or upon an increasing or decreasing scale.

Two-thirds of the profits are added septennially to the policies of those insured for life; one-third is added to the guarantee fund for securing payment of the policies of all insurers.

Those who are insured to the amount of £500 and upwards for the whole term of life, are admitted to vote at the half yearly general meetings of the proprietors.

DAVID FOGGO, Secretary.

GREAT BRITAIN MUTUAL LIFE ASSURANCE SOCIETY.
14, WATERLOO-PLACE, LONDON.
DIRECTORS.
THE CHISHOLM, Chairman.
WILLIAM MOSLEY, Esq., Deputy Chairman.

John Brightman, Esq.	John Inglis Jerdein, Esq.
Francis Brodigan, Esq.	James John Kinloch, Esq.
James William Deacon, Esq.	Henry Lawson, Esq.
Jonathan Duncan Dow, Esq.	Robert Power, Esq.
Alexander Robert Irvine, Esq.	George Thomson, Esq.

AUDITORS—C. R. Rain, Esq., T. C. Simmons, Esq.; George Thomson, Esq.
PHYSICIAN—John Clendinning, M.D., 16, Finsbury-circus.
SOLICITOR—Walter Prideaux, Esq., Goldsmiths' Hall.
BANKERS—Union Bank of London. 36

ADVANTAGES OF THIS INSTITUTION.

The whole of the profits divided annually among the members, after payment of five several premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from premiums PAYABLE SUFFICIENT to afford complete security to the policy holders.

Credit given to members for half the amount of the first five several premiums, by which means assurances may be effected and loans for short periods secured with the least possible present outlay; and, after payment of the arrears, the party will become entitled to participate in the entire profits of the institution, precisely in the same manner as if he had paid the whole amount of his premiums in advance, in the usual way.

Thus, for example—a person in the twenty-fifth year of his age, instead of paying £1 5s. per annum for an assurance of £100, would be required to pay £1 1s. only during the first five years, when, on payment of the arrears of premium, amounting to £1 15s., his share of the profits would be such as to reduce his future annual premiums to very little more than the half premium of £1 5s. originally paid by him. The GREAT BRITAIN is the only Mutual Assurance Society in which this very great accommodation is given to the assured.

Credit allowed to members for the whole of the first five annual premiums, on satisfactory security being given for the payment of the same at the expiration of five years.

Transfers of policies effected and registered without charge at the office.

Claims on policies not subject to be disputed or disputed, except with the sanction, in each case, of a general meeting of the members, to be specially convened on the occasion.—Members assured to the extent of £1,000 entitled after payment of five several premiums to attend and vote at all general meetings, which will have the superintendence and control of the funds and affairs of the institution.

Full particulars are detailed in the prospectus, which, with every requisite information, may be obtained by application to

A. R. IRVINE, Managing Director.

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.
No. 10, CORNHILL, LONDON.
Capital £500,000.—Empowered by Act of Parliament. 37
DIVISION OF PROFITS.

The steady success and increasing prosperity of the society has continued to evidence, at the last annual investigation, by declaring a second bonus, averaging 31 per cent., on the amounts insured on such policies effected on the profit scale.

EXAMPLES.

Date of Policy	Premium	Number of Policy	Bonus added.	Bonus in cash.	Proportionate reduction of premium.	Sum the assured may receive on Policy.
£	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	2 2 0	1837	7 14 0	7 14 0	1 11 6	131 5 0
		1838	7 14 0	7 14 0	1 11 6	131 5 0
100	1 17 4	1839	7 14 0	7 14 0	1 11 6	131 5 0
		1840	7 14 0	7 14 0	1 11 6	131 5 0

The division of profits is annual, and the next will be made in December of the present year.

This institution offers many important and substantial advantages with respect to both life assurances and deferred annuities. The assured has, in all assurances, the power to borrow, without expense or forfeiture of the policy, two thirds of the premium paid (see table); also the option of selecting bonuses, and the surrender of his interests on most other conveniences or economy.

Assurances for limited periods are granted on the lowest possible rates.

F. FRANCOMB CARDOZO, Secretary.

VICTORIA LIFE ASSURANCE COMPANY.
SOVEREIGN.
Sir James Duke, Alderman, M.P., Chairman.
Benjamin Shaw, Esq., Deputy Chairman.
Benjamin Bosworth, Esq. | Charles Jeffreys, Esq. 38

Peculiar advantages are offered by this company. Those—

Parties assuring the sums of which may under their policies secure, notwithstanding the decease of the assured may go out of the limits of Europe, without the necessity for the payment of the annual premium.

Credit of half the premiums for the first five years allowed to parties effected for the whole term of life.

On policies of three years' standing, half the amount paid, after the first year's premium, may be borrowed thereon by the assured.

Assurances may also be made to commence on coal or underwood property, for terms of years, respectively determined.

Notice is particularly requested to the delayed presentation of the company's prospectus, which may be obtained at the office, 10, King William-street, City, or by letter, addressed to the secretary.

WM. BATTLEY, actuary and secretary.

Published the 20th [illegible] (price 2s. 6d.), post free, 3s.

EVIL.—ESSAYS on the Cause and Cure of Evil, addressed to Man for the early instruction of his children, and having reference to the Commencement and Completion of manhood and Womanhood, and tending to bring prominently forward the Great Remedy for the Many Ills that Flesh is heir to, as being proposed for Public Consideration by Members of the Medical Profession, and others in the Metropolis and Country.

Printed and published by James and Luke James Hansard, 7, Great Turnstile, Lincoln's Inn Fields, London.

CENTRAL RAILWAY OF FRANCE.—ORLEANS TO VIERZON, CHATEAUROUX, AND NEVERS.—The ADJUDICATION of this line having been fixed by the Minister of Public Works for the 5th of October, and Notice is hereby given, that all APPLICATIONS for SHARES must be made on or before Thursday, the 15th inst., after which the allotment will take place. 40

By order of the directors,
ED. AIME, Sec. pro tem.
62, King William-street, Aug. 10.

CENTRAL RAILWAY OF FRANCE.—ORLEANS TO VIERZON, CHATEAUROUX, AND NEVERS.
Capital, 32,800,000 f. (£1,312,000); in 64,000 shares, of 500 f. (£20).
One-half of which to be subscribed in France.
Deposit, £2 per share.

DIRECTORS.

Monsieur Casimir Lecreux (original lessee of the Paris and Orleans Railway), Paris.
Monsieur Andenet (banker, director of the Company "des Quatre Canaux"), Paris.
Monsieur O. Random (Director of the Urbaine Insurance Company), Paris.
Magdelor A. Rushdore, Paris.
John Masterman, jun., Esq., Nicholas-lane, Lombard-street, London.
Jacob Salvador, Esq., Pinner's Hall, Great Winchester-street, London.
Monsieur Trouchard (Administrator of the "Messageries Generales"), Paris.
Mathew Uzielli, Esq., 62, King William-street, London.
With power to add to their number. 41

BANKERS.
In London—Messrs. Masterman and Co. In Paris—Messrs. L. D'Eichthal and Co.
In Liverpool—Messrs. Moss, and Co.

SOLICITORS IN LONDON.
Messrs. Bircham and Dalrymple, 15, Bedford-row.

London, August 2, 1844.

This railway, which is one of those comprised under the law of the 11th of June, 1842, has the great advantage of being brought before the public after the law authorising the French Government to construct it, and also to grant it to a public company on lease for working, has passed both the French Chambers. The Minister of Public Works is required to grant the same within two months from the passing of the law; and under all these favourable circumstances, the subscribers can experience neither the disappointment nor the delay which has so frequently attended similar undertakings.

This line is intended to furnish railway accommodation to a large portion of the central provinces of France. It will commence at Orleans, and will form a continuation of the Paris and Orleans Railway, in a direction nearly due south, to Vierzon; it will diverge from Vierzon in a south westerly direction to Chateauroux, and in a south-easterly direction to Bourges and Nevers. The line is only to be constructed thus far at present—but the law contemplates its future extension from Chateauroux to Limoges, and ultimately from thence to Toulouse, and from Nevers to Clermont.

A due consideration of the map of France will show, that this railway will have the whole traffic of the vast triangular district—bounded by the intended railway from Paris to Lyons and Marseilles on the east—by that from Paris to Orleans, Bordeaux, and Bayonne, on the west—and by that from Bordeaux to Toulouse and Marseilles on the south; and comprising almost one fifth part of the whole of France. It will be seen, also, that in this district improved means of communication are doubly necessary, and that they must cause an immense development of the traffic and natural resources of the country, in consequence of the almost entire absence of river or canal navigation. The opening of the Paris and Orleans Railway has already increased the intercourse between Orleans and Vierzon 50 per cent.—and the portions of the line from Orleans to Vierzon (fifty miles) is, and must ever continue to be, the great route for the traffic between all the central provinces of France and the north, including Paris. At Vierzon, the south western branch of the line (thirty-seven miles) will lead to Issoudun and Chateauroux, containing 28,000 inhabitants, and situate on the high road to Limoges, Toulouse, and the Pyrenees; this road is known to traverse a most fertile country, from whence the metropolis draws a large portion of its supplies, and in which are situate many important manufacturing establishments and coal-fields. The other branch of the line takes a south easterly direction from Vierzon to Bourges and Nevers (fifty four miles), and will carry all the large traffic of Nevers, Moulins, and Clermont, and of the present route de Bourbonnais. The town of Nevers has a population of 18,000, and is the chief town of the department of La Nievre, in which are situate the extensive iron works of Fourcheambault, Cosne, Imphy, &c., and their adjacent coal-fields, together with the numerous glass works of Decize; Nevers is also placed on the great line of communication which runs from the Atlantic to the Mediterranean—that is to say, from Nantes, by Tours, Orleans, Nevers, Roanne, Lyons, and Avignon, to Marseilles. While a few years, there will doubtless be an unbroken chain of railway communication for this entire distance, inasmuch as the only link not provided for by Railway Acts already passed is the short portion between Nevers and the Andrezieux and Roanne Railway. Clermont contains 40,000 inhabitants, and is the chief town of the important department of Puy-de-Dome, of which the population exceeds 600,000, and includes the thriving towns of Thiers (the Sheffield of France), Ambert, Billom, Riom, &c.; Clermont is the centre of a great trade, and of a district which exports large quantities of wool, leather, hardware, cutlery, and other productions, and in on the route through which right or less of the adjoining departments import their annual premium and other principal articles of consumption.

The line from Orleans to Vierzon is intended to be laid at once with a double line of rails; the other portions of the line it is proposed to furnish with a single line, until they are respectively carried on to Limoges and Clermont. The gradients of the line are favourable, and the cost of its maintenance and working will be moderate, from the absence of heavy works, and from its proximity to the coal fields. Coal is got on the southern parts of the line at half the price it costs at Orleans, and at one third of the price paid in Paris.

The important portion of this railway, between Orleans and Vierzon, is already so nearly completed, that it may be opened and in working within twelve months; and from the terms of the lease to be granted by the Government is easily to date from the opening of the whole undertaking—consequently, exclusive of the term of lease, the company will have besides all profits arising from the partial working of the Vierzon and other sections until the final completion of the railway.

The law authorises the Government to treat with a responsible company for a term not exceeding forty years, to date from each final completion.

The State is to provide the land, to construct the earth-works, masonry, stations, workships, and all other buildings—to upholst the earth-works for one year, the masonry on the line for two years, and the buildings for five, after they shall have been respectively delivered in a complete state to the company. The company will only have to lay down the line, to provide and lay the rails, chairs, &c., to lease the railway, to maintain it and the works during their lease, and to find the locomotive carriages and other stock for working the line.

At the expiration of the lease, unless it be renewed by the Government, the company will participate with the destroyer in the net profits of the railway whenever they shall exceed 9 per cent. per annum on the capital expended; but this is not to take place until after the expiration of the first five years from the opening of the entire line, nor until all the previous years shall have averaged a net annual profit of 7 per cent. on the capital expended by the company. The rate of charge, or tariff for the conveyance of passengers and goods, is to be nearly the same as that of the Paris and Orleans Company, except an increase of 10 per cent. in the rate for third class passengers, in consequence of having to cover and put curtains to the third class carriages.

By the constitution of the company in limited Amount, the liability of each shareholder will be limited to his own shares, as in the Incorporated Companies of England; the original subscribers will, now, after transfer, be liable for the first three-fourths, or £15 per share, only. In other respects, the railway will be assimilated as much as possible to those of the Rouen and Havre Railway Company.

On the £1,000,000 £1,000,000, which form the whole capital, it is considered that it will only be necessary in order to call £400,000 £400,000, until the second line of Rails from Vierzon to Chateauroux and Nevers shall be laid. The company will be constituted as soon as shares to the amount of £400,000 £400,000 shall have been subscribed for, if the directors shall think fit—and the total sum, the remainder of the capital will be raised by the future issue of the remaining shares, or taken up by way of loan, as the directors shall hereafter find expedient. One half of the capital is to be raised in France. A deposit of £1 £1 per share is to be paid on allotment, and the remainder in instalments not exceeding £5 with one month's previous notice.

The bankers will give to such subscribers, on payment of his deposit, an acknowledgment, and on pain of forfeiture of the deposit, such subscriber shall execute such deed of contract as the directors may require, and shall exchange his deposit receipt for a certificate or certificates of shares, at the London office of the company, within twenty-one days from the first appointment of an advertisement requiring him to do so; such advertisement will appear three times in two daily morning London newspapers. When the shares are fully paid up, certificates to bearer, transferable, (the English Exchequer Bills, will be given. Interest, at the rate of 4 per cent. per annum, will be allowed on the deposits and calls paid up, from the date of the final appointments of grant of the line to the company, or from the subsequent payments of each call, until after the opening of the whole line. No transfer of shares can be made before the company shall have been finally constituted.

It has been already stated, that this railway will very shortly be relinquished, or given on lease to a company—and the last station, within two months from its completion. In the event of failure to secure the grant to the company, the deposits will bear all the expenses—and the deposits will, immediately after the return of the railway secured by the French Government, be restored to the subscribers, without any deduction.

The affairs of the company will be managed by a board of not less than seven, and not more than twelve directors, who will meet in Paris. It is proposed, that one English director of experience shall reside in Paris, or on the line, and shall take an active part in the management of the company.

The proceedings of the board will be regularly communicated to the London directors, who will have a power to call a meeting of the shareholders, whenever they shall think it necessary. The English shareholder will always be able to obtain full information at the office in London, to which the company is to have its London.

The English directors will have the power to appoint an English engineer, to whom they should deem it necessary.

After the opening of the whole line, the profits of the company will be appropriated as follows, upon the principle now generally adopted in the French railway companies—viz.:—1st, 5 per cent. (£5), on the proportion of the profits distributable which, that is paid to the directors, including the English resident director—after which, the shareholders shall receive 5 per cent., and 1 per cent. per annum shall be retained as a sinking fund and reserve, of the remainder, the directors may, if they think very right, divide two thirds for their remuneration, instead of the 5 per cent. above mentioned, the surplus will then be again divided into 5 per cent. for the shareholders, and the remainder will be given to the directors, including the English resident director. The allowance to the directors, including the English resident director, shall be fixed at £1 10 per hundred pounds of the profits after the opening of the entire line.

A clear and regular succession of the profits and expenses of the line has been made in the best manner by the French Government officers, and subsequently to the completion. The details of these calculations and specifications, which may be inspected [illegible] and their gist made as brief as possible, to enable the public to form a correct opinion of the value of railway in speculation, of principal, in which the first five years profits will prove to be the amount of 10 per cent. on the capital, and from the peculiar advantages granted by the Government.

In conclusion, the directors have only to add, that although they have entered into the above statement sufficiently to explain and the undertaking, and the advantages which it is expected will accrue to the shareholders, they do not consider it necessary to enter into the details of the calculations, which have been made by the engineers and accountants employed by the company, as they are open to the inspection of the shareholders, and will be explained by the directors. Pending the completion of the railway, the dividends to be paid on the shares will be at the rate of 5 per cent. per annum.

It is intended that the company shall not become the owners of the line, but that it shall be conveyed from the Government—and so, the money shall be raised by the company, as it may be required, by the issue of debentures, with or without the interest guaranteed by the Government, which will be issued from time to time, as the money may be required, and which will be redeemed by the company out of the profits of the line, as they may arise, the proportion only that may be required to be made to [illegible] Secretary.

The subscribers may rest assured that the directors will conduct the negotiations with care and fidelity, and not without a deep sense of the responsibility which necessarily attaches to the exercise of power so nearly unrestricted—but the directors cannot too fully state, that the nature of the enterprise renders the completion of such powers absolutely necessary—and that the subscribers must enter upon the undertaking, not in reliance that they shall obtain the particular advantages now anticipated, but in confidence that they shall receive the fullest knowledge, fair and unbiassed, but in confidence that the directors have conducted the affairs with integrity, not to commit them by the acceptance of inadequate terms.

Applications for shares to be made to the secretary, at the office, 62, King William-street, London; to Messrs. J. Hutchinson and Sons, Lothbury; or to the solicitors of the company—according to the form subjoined.

FORM OF APPLICATION.

To the Directors of the Orleans, Vierzon, and Central Railway Company.
62, King William-street, London.

GENTLEMEN,—I request that you will insert my name as a subscriber for shares in the above company, upon the terms and conditions of the prospectus, dated August 2, 1844; and I hereby undertake to accept the same, or any less number you may allot me, to pay the deposit, and to sign all required deeds, as and when I shall be called upon so to do.

I am, Gentlemen, your obedient servant,
Name
Trade or Profession
Residence

Date, 1844.

BOULOGNE AND AMIENS RAILWAY.
Capital, 2,500,000 f. (£100,000).
To be raised in France and England,
By 75,000 shares, of 500 f. (£20). Deposit, £1 per share.

DIRECTORS.

M. Charles Laffite, Paris.
M. Calley de St. Paul, Paris.
M. Alex. Adam, Mayor of Boulogne-sur-Mer.
M. L. Pintaleo, jun., President of the Chamber of Commerce of Boulogne.
Joseph Brewerton, Esq., Chairman of the South Eastern Railway.
Lewis Cubitt, Esq., Director of the South-Eastern Railway.
Charles Devaux, Esq., London.
Captain Tyndale, Director of the South-Eastern Railway.
With power to add to their number. 42

BANKERS.
Messrs. C. Laffite, Blount, and Co., Paris.—Messrs. Masterman and Co., London.
Messrs. A. Adam and Co., Boulogne.—The Commercial Bank of Liverpool, Liverpool.

ENGINEER—W. Cubitt, Esq., F.R.S.
SOLICITOR—J. P. Pearce, Esq., Temple.
SECRETARY—J. Whitehead, Esq., London-bridge Terminus of the Dover Company.

London, August 1, 1844.

This project, after the fullest investigation, is brought forward with the support of the board of directors of the South Eastern Railway Company, three members of which board will take an active part in the administration—and also under the auspices of the authorities of Boulogne, Abbeville, and Amiens.

Two years ago, the French Government, after long discussions, determined by legislative measures the great leading lines of railways to traverse the provinces of their own country, and to be in connection with the railways of adjoining countries.

The others which have continually occurred in obtaining concessions for the French lines cannot arise in this undertaking, as the Act binding the Minister to grant the line to a company has passed, and the grant must be made before the opening of the next session of the Chambers.

The northern line, of which this project is a portion, has been considered the most important of all, and no time was lost by the Government in proceeding with its construction from Paris to Amiens—thereby declaring the connection of Paris and the centre of France with Belgium, the Netherlands, and Germany, in one direction; and with England, in another. This latter object will be accomplished by the continuation from Amiens, by way of Abbeville, to Boulogne. The line between Paris and Amiens is expected to be opened for public traffic in the autumn of 1846. Another connection, towards the western parts of France, is in contemplation, from the proposed line to the Havre Railway.

The journey between the two capitals, London and Paris, will, by the completion of this northern line, be effected in twelve hours.

The bill, defining precisely the whole of the northern line and its branches, has passed both Houses of French Legislature, and is become a law.

Amongst other provisions, the projectors of this railway succeeded in obtaining a special clause, that the railway from Amiens to Boulogne should be undertaken by private enterprise, and that it should during the interval of the now closed session, and before the opening of the next, be connected to a company for a term of years and executing steady one—thus securing the speedy execution of the undertaking. The South-Eastern Railway has already engineered materially the number of travellers to the Continent. The first steamers between the two coasts will still [illegible] a rather number; and it may be reasonably assumed that the railway from Boulogne to Amiens, and to Paris, will increase the traffic to a far greater extent.

Another and most material feature in this project must not be omitted—viz., that the new recently opened circuits that the Calais branch shall join the northern line at Lille, which will secure to the Boulogne and Amiens line the whole of the English traffic passing to the north and west.

The opinion of the Minister of Public Works on this line has been stated by him in a speech to the Chambers, from which the following is an extract:—

M. Dumon: "La ligne d'Amiens à Boulogne a trouvé un commissaire, et c'est tout simple, puisque c'est à un tête grand avenir, et on cherche à des intérêts très puissants. La ligne d'Amiens à Boulogne, c'est la circulation entre la France et l'Angleterre. Cette circulation peut devenir considérable. Le disait de la paix, les relations d'affaires, le mariage des enfants des familles anglaises et françaises pour l'éducation des leurs parents, les relations de personnes qui servent accidentellement les deux pays, et qui peuvent devenir des intermédiaires entre deux nations, les relations de personnes qui servent accidentellement les relations d'affaires, peuvent prendre un développement considérable. Qui est-ce qui ne connaît pas Paris et Londres, dont on recherche de plus en plus les relations entre deux grandes villes comme Paris et Londres, dont on [illegible] pour y aller? Trois heures! Trois heures!—Je comprends donc qu'on ait pu [illegible] par un intervalle de trois heures! Trois bien!—Je comprends donc qu'on ait pu [illegible] pour

company, Dover Railway Terminus, London-bridge; or to Messrs. C. Dewar and Co., 61, King William-street, London.

FORM OF APPLICATION.

To the Directors of the Bendigo and Ansiere Railway Company.

Sir,—I request that you will insert my name as a subscriber for ... shares in the Bendigo and Ansiere Railway Company, upon the terms and conditions of the prospectus dated August 1, 1844; and I hereby undertake to accept the same, or any less number you may allot me, to pay the deposit, and to sign all requisite deeds, as and when I shall be called upon so to do.

I am, Sir, your obedient servant,

Name .....
Description .....
Residence .....

Day of 184

METROPOLITAN JUNCTION RAILWAY, effecting a direct CENTRAL LONDON TERMINUS for the SOUTH WESTERN, the LONDON and BIRMINGHAM, and the GREAT WESTERN RAILWAYS, AT WATERLOO-BRIDGE,

and for effecting a North and South junction Railway, by a BRIDGE across the River Thames, at BATTERSEA.—The plans, sections, estimates of works, and future traffic, together with the Parliamentary books of reference, and all other necessary memorandums required for complying with the Standing Orders of the Houses of Parliament, have been perfected, and submitted to Sir John Rennie, as engineer-in-chief, and his report thereon will be published with the detailed prospectus and provisional committee.

Further information may be obtained of Messrs. Bretham and Fraigar, solicitors, 8, Verulam-court, Temple; and of George Bain, Esq., Parliamentary agent, 15, Parliament-street, Westminster, to whose application for shares may, in the meantime, be made.

BRISTOL AND EXETER RAILWAY.—*Notice* is hereby given, that the next HALF-YEARLY GENERAL MEETING of the proprietors of this company will be HELD, in pursuance of the Act of Parliament, at the White Lion Hotel, in the city of Bristol, on Thursday, the 15th of August, at Twelve o'clock.—The chair will be taken at One o'clock precisely.

THOMAS RICKETTS, Chairman.

The transfer books will be closed on Monday, the 12th of August, and not be re-opened until after the said general meeting, on the 17th of August.

By order of the board of directors,

Bristol Office, 37, Broad-street, July 24. J. B. BADHAM, Secretary.

HAYLE RAILWAY COMPANY.—*Notice* is hereby given, that the HALF-YEARLY GENERAL MEETING of the proprietors of this company will TAKE PLACE at the company's offices, 4, New Broad-street, on Wednesday, the 14th August next, at Two o'clock, for general business, for the election of a treasurer or treasurers, and also for the election of three directors in the place of three retiring.—London, August 5.

EASTERN COUNTIES RAILWAY COMPANY.—EIGHTEENTH GENERAL MEETING.—At a General Meeting of the shareholders of this company, held in pursuance of the Company's Act of Incorporation, and after due notice given, at the London Tavern, Bishopsgate-street, London, on Thursday, the 8th day of August, 1844,

HENRY SOMASTER, Esq., in the chair

The book of registry was produced, containing the names and additions of the several persons who, on the 7th of August, 1844, were holders of shares in the original stock of the company, with the number of shares they were respectively entitled to, and the amounts paid thereon; and the meeting, at the request of the company was, by the authority, and in the presence, of the meeting, edited to the same.

A report from the directors, and balance-sheet, showing the receipts and expenditure of the company to the 5th July last; and balance sheets of receipts and expenditure in the traffic department of the Colchester line, from 7th January, 1844, to the 30th last, and of the Cambridge line, from 1st January to 30th June last, were read.—The following resolutions were then severally moved and seconded, and carried unanimously:—

Resolved—That the report of the directors, now read, and also the balance sheets annexed, be received and adopted, and printed; and that copies of the same be forwarded to every registered shareholder.

Resolved—That the directors be authorised to adopt the necessary measures for carrying out the arrangements as set in their report for widening the line between Bow and Peterborough, to pass through or close to Ware.

Resolved—That the directors be authorised to take all necessary measures for applying the 25 London shares, No. 1, to the purposes therein mentioned, and likewise to such other extension or branch lines as the proprietors may hereafter sanction, and also for regulating the deposits of the shareholders (if any), and for re-issuing and selling the shares of such shareholders, the proceeds respectively therefrom being carried to the credit of the company.

Resolved—That all the original shares, debenture shares, and new shares in this company shall, from and after the 1st day of November next, be converted or consolidated into stock; each of such shares being entitled to £14 10s. of such stock, and to be registered for such amount of stock.

That such capital stock shall be transferable in any amounts not under £1 in one transfer, and that to all other respects such stock, and the holding and transfer thereof, and the privileges and authorities appertaining to the same, shall be regulated by the Act passed in the present session of Parliament, entitled "An Act to authorise the letting on lease, by the Eastern Counties Railway Company, of the railways and works of the Northern and Eastern Railway Company, and to give effect to certain arrangements entered into by the said companies, and to amend and enlarge some of the provisions of the Acts relating to the four several companies."

That the resolution to, and that are hereto, authorised to take all necessary measures for carrying into effect, and enforcing such conversion, or consolidation, of the shares into capital stock, and for issuing such certificates in respect thereof, as they shall think fit.

Resolved—That the direction to authorised, after complying with all just demands for the issue of proprietors entering the name of Edmondson Hayter No. 1, and Edmondson Hayter No. 2, (the remaining so named) to sell the remainder of such unissued shares at the best price that can be obtained for the same, and to apply to the credit of the company the proceeds to be obtained as such sale, which sale shall and take place until after the next half yearly general meeting of this company.

The chairman having left the chair, it was resolved unanimously—

That the thanks of the meeting be given to Henry Somaster, Esq., for his able and courteous conduct in the chair this day.

By order of the board,

GEORGE GUBBAY, Secretary.

Offices, Shoreditch Station, Aug. 8.

LONDON AND BRIGHTON RAILWAY COMPANY.—At a meeting of the proprietors of the London and Brighton Railway Company, held at the London Tavern, on Friday, the 9th day of August, 1844,

WILLIAM DAVIS, Esq., in the chair

The advertisement convening the meeting was read, as well as the advertisement convening the meeting called for certain purposes.

The register of proprietors having been produced to the secretary, the common seal of the company was affixed thereto by the chairman.

The report of the directors was then read by the secretary, and the following resolutions were passed:—

Resolved—That the report now read be received and adopted.

It was moved by —— Brown, Esq.; and seconded by the Hon. Captain Hotham, That Henry Spencer Cowper, Esq., be appointed a director.

It was moved by —— Wilmot, Esq.; and seconded by R. Gassiot, Esq., That James Evans, Esq., be appointed a director.

Where a ballot of twice was taken, which was declared to be in favour of Mr. Cowper—whereupon Mr. Brown demanded a poll, the result of which was as follows:

Mr. Cowper ..... (Present ... / Proxies ...) ... 2107
Mr. Brown ..... (Present ... / Proxies ...) ... 1207 / 1264

Mr. Cowper was then declared duly elected.

Resolved—That the London and Brighton Railway Company be authorised by the proprietors present at this general meeting to purchase an interest in the Brighton, Lewes, and Hastings Railway Company, to an extent not exceeding £ in amount, and to the Brighton and Chichester Railway Company, to an extent not exceeding £ shares. That in order to complete these purchases, the Brighton Railway Company be authorised to create, by the creation of new shares in Brighton, of £ each, a sum not exceeding £ in all.

That such shares be offered to the present proprietors of the London and Brighton Railway Company, in the proportion of one eighth share for every shares registered in the books of the company.

That a copy of these resolutions be sent herewith to each proprietor; and, if any proprietor shall not accept the shares offered to him or on before the 1st of September next (being such proprietors as may now be out of the United Kingdom, in respect of which the time shall be extended to the 1st of October next), the shares hereinbefore with any other persons, that is distributed among the proprietors who shall apply for a larger allotment, in proportion to the number of Brighton shares held by each of those proprietors.

That all shall be paid upon each eighth share, within ten days after the allotment, when a notice thereof shall be given by the secretary to the subscribers; and any proprietor who shall not have paid such deposit within the prescribed time shall forfeit all right to the shares allotted to him.

That future calls not to exceed £ for each, and to be made at intervals of not less than three months.

That no proprietor for or holder of any such shares shall be registered as a proprietor in the books of the company, or be entitled to any dividend or interest or other privilege in respect of any such shares from such date until

That the proprietor of such eighths shall be entitled to be registered in the books of the company as proprietor of one integral share to the said company, in respect of every twelve number of eighth such eighths there may respectively amounting for or pertaining, and shall receive a certificate of such integral share to exchange for the deposits for the first and paid on every further number of eighth such eighths.

That the new shares shall rank a dividend of £ per cent. per annum for two years, with a right to participate equally with the old shares when the average dividends on them shall exceed that rate; provided, however, that such increase is occasioned by reduction upon from the 1st January, 1845, and that it be competent to the owners of the said new shares, at any time, with the whole interest and consent of the said new shares, at any time, with the whole interest and consent of the proprietors.

Resolved—That a dividend of 10s. per share be, and it is hereby declared, payable on and after the 20th inst.

Resolved—That a vote of thanks be given to John W. Pearson, Esq., the treasurer and solicitor of the company.

WILLIAM DAVIS, Chairman.

Resolved—That the thanks of the meeting be given to the directors, for their zeal and energy in promoting the interests of the undertaking during the past half year.

By order,

C. H. BOURDILLON, Secretary.

FRENCH RAILWAY JOURNAL.—Chemins de Fer Français et Etrangers: Journal des Intérêts de la Propriété, du Commerce et de l'Industrie, relatifs aux Chemins de fer. The 14th number, just published, contains a General Organization of the lines to be constructed in France, with Maps and Profiles; Profile to Versailles, Right and Left Banks, Paris to Auteuil, Paris to Sceaux, Paris to Orleans, Paris to Rouen, Paris to Havre.

Agent in London—Mr. C. S. Smith, 132, Strand.

MINING RECORD OFFICE, No. 5, SHORTER'S-COURT, THROGMORTON-STREET, CITY.—Mr. HENRY ENGLISH, from the favourable manner in which the *Mining Journal*, *Railway and Commercial Gazette*, PROFFERS his SERVICES as SHARE-BROKER and MINE AGENT to CAPITALISTS, to the SUBSCRIBERS of that publication, and to the MINING COMMUNITY. The peculiar advantages possessed by him, and a general knowledge of mining operations, and the location of the several adventures, lead him to assume that business may be transacted, and information acquired, calculated to be beneficial to principals.

Mr. ENGLISH is authorised to effect transactions in the following SHARES:—

South Caradon	Wheal Sisters	St. Austell Consols	Wheal Catherine
West Caradon	Wheal Sidney	Wheal Kendall	Wheal Ardard
East Caradon	Wh. Mercyhead	Tresigh Consols	Rose Consols
Liskeard Consols	Marke Valley	Trefrill	South Wh. Rose
Tokenbury	Wheal Prosper	United Hills	Carrigan United
Cruddon Moor	Gt. Wh. Martha	Condurrow	Cobre

Anderson's steam Carriage Company. 40

PONTYEATS COAL AND IRON COMPANY.
Capital, £15,000, divided into 1000 shares, of £15 each; deposit, £5.
With power to increase by further issue of 500 shares.

This company is formed for working a mineral tract, situate in South Wales, containing three seams of coal, with inexhaustible measures, and beds of superior fire-clay, and in contiguous to water conveyance. The cost of carriage and putting on board does not exceed 2s. 6d. per ton, and the rates of royalty are moderate, subject to a sleeping minimum rent of £150 per annum.

The colliery, which is now at work, has been opened to a considerable extent, and the ingenious measures, as also the fire clay, have been proved of a superior quality. With the view of rendering the property available to its fullest extent, by the establishment of iron works, a further capital, not exceeding £12,000—in addition to the work done, with machinery, railway, train waggons, barges, &c., already on the works—will, it is presumed, be ample. It is proposed to erect two furnaces, capable of smelting 100 to 120 tons a week, the estimate of cost of manufacture being £7 5s. per ton. The present price of anthracite iron may be quoted at £10. per ton—thus leaving, after allowing for all contingencies, a large return on the capital invested, not to take into consideration the fire clay, which would, in addition to the profits contemplated from the manufacture of iron, yield a considerable revenue.

The subscription list will be open for signatures, or letters applying for shares may be addressed to Messrs. Williams and Foulon, Kidwelly, South Wales, or to Mr. H. English, Mining Record Office, 5, Shorter's court, Throgmorton street, London.

No deposit or call will be required till after the first meeting of subscribers, of which not less than ten days' notice will be given.

Temporary Offices, 5, Shorter's court, Throgmorton street. 36

PONTYEATS COAL AND IRON COMPANY.
Capital £15,000, in 1000 shares, of £15 each.

Applications having been made for nearly the whole amount of capital required for the objects of this company, NO FURTHER COMMUNICATIONS CAN BE RECEIVED after the 15th inst., when the allotment will take place, and a meeting of subscribers be convened, for the completion and election of directors and auditors, as also the appointment of the bankers of the company, to whom the deposit of £5 per share will be required to be paid.

Detailed prospectuses, with reports and plans, and sections of the mineral tract, may be had on application at the temporary offices of the company, where specimens of the several seams of coal and ironstone measures, as also the fire clay, may be inspected, and every information acquired.

5, Shorter's court, Throgmorton street, August 5. 31

SOUTH METROPOLITAN PURE WATER COMPANY.
Capital £200,000, in shares of £10.—Deposit 10s. per share.

PROVISIONAL COMMITTEE.
(Until the Act is obtained).
ROBERT HODGKIN, Esq., Charing-cross.
THOMAS GRISSELL, Esq., Lambeth.
HENRY O'BRYON, Esq., Borough Bank.
SOLICITORS—Mr. James Rosser, Groom, Southwark. 32

The preliminary prospectus is now ready, and may be had of either of the secretaries.
JOHN GALSWORTHY, 19, Ely place.
EDWD. H. DRAMAH, 6, Great Winchester street.

SEYSSEL ASPHALTE COMPANY.—"CLARIDGE'S PATENT." ESTABLISHED 1838.

This ASPHALTE is a bituminous limestone, obtained from an inexhaustible mine of Pyrimont, in the Jura Mountains. Previously to its introduction into this country, in 1838, the material had been used for many years in France, and, from its great utility, was extensively patronised by the Government of that country.

Among the purposes now to which it has been applied, the following may be enumerated:—Foot Pavements, public and other; to the Carriage Approach to Mansions, Gardens walks, and Terraces; the Flooring of Kitchens and other basement offices; also of Church-houses and Stables, Hay Granaries, Barn-floors, cow houses, Piggeries, Poultry houses, Tan-rooms, and Maltings.—For Roofing, Covering of Railroad and other Arches, the Lining of underground Culverts and Rivers, to prevent the egress of the Water; also in Covering the ground floor of Walls, to prevent damp rising.—The application of the Asphalte of Seyssel is particularly recommended by the Commissioners of the Police Act; thereby rendering the pavement elastic to the tread of persons both dry and warm. It is an excellent Cement, as applied to Cisterns, Reservoirs, or Water tanks for resistance to the encroachments of the soil; for Lining of Tanks, Pits ponds, and other hydraulic purposes.

I. FARADAY, Esq., Secretary, Seyssel Asphalte Company's Works, "Claridge's Patent," Charing-cross, London. 53

**** Country surveyors and builders continue to be appointed for the sale and application of the Asphalte of Seyssel Mastic.

PATENT IMPROVEMENTS IN CHRONOMETERS, WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public that the manufacture of his chronometers, watches, and clocks is secured by three separate patents, respectively granted in 1816, 1825, 1842. Silver lever watches, jewelled in four holes, 4gs. each; in gold cases, from £6 to £10 10s. Gold horizontal watches, with gold dials, from 4gs. to £15 15s. each.—DENT'S PATENT DIPLEIDOSCOPE, or watchless instrument, is now ready for delivery. Pamphlets, containing a description and directions for use, 1s. each, but to customers gratis. 52

OFFICE FOR PATENTS OF INVENTIONS AND REGISTRATION OF DESIGNS,
No. 14, LINCOLN'S INN-FIELDS, LONDON.

INVENTORS and CAPITALISTS are informed, that all BUSINESS relating to the SECURING and DISCOVERING of BRITISH and FOREIGN PATENTS, preparation of SPECIFICATIONS, and DRAWINGS OF INVENTIONS, is transacted with economy and dispatch.

REGISTRATION OF DESIGNS.—Under the new Act, 6 and 7 Vic., cap. 65, ARTICLES OF UTILITY, whether in metal or other substances, may be protected in the three kingdoms for three years, at a small expense; Ornamental Designs may also be registered under the Act 5 and 6 Vic., c. 100.

A prospectus, with full particulars as to the course to be pursued, and the expense, &c., of being protected, either by Letters Patent or the Designs' Acts, may be had gratis, upon application personally, or by letter, to Mr. ALEXANDER PROUT, 14, Lincoln's Inn-fields, London. 42

MINERS' SOCIETY.—The THIRD MEETING of the MINERS' SOCIETY will be HELD at ANDREW'S Hotel, Bedford, Thursday, the 15th instant, at Twelve o'clock precisely.

Dated, Aug. 8th, 1844. THOS. GARLAND, Secretary. 35

THE COLLIERS' STRIKE.—The introduction of new men at the various works continues to increase, and the supply of coal is now becoming easy. What the poor deluded men, who are thus allowing themselves to be replaced, will eventually come to, is a melancholy reflection; but that the collieries will be in full work without them, and that at no distant day, is now beyond all doubt. The return for the Tyne, Wear, and Tees district, up to August 3, shows an increase on the week of 899 hewers, and 542 men have left the Union—producing per day 642 chaldrons.

THE IRON TRADE.—We are sorry to find the price of iron is again on the decline—a leading house in the trade having issued circulars for a reduction of 10s. per ton on bars; we trust, however, it will only be temporary.—At the Tredegar Works two new furnaces are nearly completed ready for blast, making, with three now in blast, five furnaces.—At the Ynysedwin Works an additional furnace, making the number five, has been blown in last week.—At the Rhine Vale Works an additional furnace has been blown in.—At the Cwm Celyn Works one furnace has been blown out last week, in consequence of a misunderstanding respecting the correct advances of wages with the colliers who struck work, but that being removed, it will be speedily blown in again.

CWM CELYN AND BLAINA IRON-WORKS.—The above works were put up for sale at the Westgate Hotel, Newport, by Mr. White. The buildings were five, and the property bought in at 70,000*l.* (and 67,000*l.*, we stated in our last), after which a sale by private contract was effected at 72,000*l.* the highest *bona fide* bidding; the purchasers being Messrs. T. H. and S. Cracknell, G. Cluff, R. Watkins, J. Scottorn, H. Scottorn (of Bath), Messrs. G. Munn and G. Allen (of Worcester), and Mr. J. Beaumont (of Monmouthshire); all proprietors in the late company. Possession was given on the 25th ult., and we trust, under the talented and zealous management of Mr. Henry Scottorn (the late managing director)—a gentleman who understands well as the mismanagement as well as the manufacturing departments of the iron trade—a future future in store of profits will reward the purchasers for their enterprise.

EXTRAORDINARY EXPEDITION ON THE GREAT WESTERN RAILWAY.—On the occasion of her Majesty's encampment, on Tuesday last, special trains were used to convey the Commander-in-Chief from London to Slough, the respective times were, and to the journey, a distance of 18½ miles, ran, to give it in minutes, being ½ the rate of more than sixty miles an hour; and another 18½ minutes—which a return train, conveying the whole party back to town, actually occupied in 1 hr. 50 minutes and 10 seconds—being at the rate of seventy miles an hour! The first intimation of the event in London, which took place at the appointed hour 2 o'Clock, was published by The Times of the next night, which might seem, somewhat was obtained by means of the electric telegraph.

NOTICES TO CORRESPONDENTS.

The great and unusual length of our Mining Intelligence compels us to defer the publication of several important and interesting papers intended for this week—among which are Dr. Murray's on Capt. Warner's invention—Mr. Cruickshank on his Universal Condensing Engine—Dr. Kane, on the Industrial Resources of Ireland, "C. S."—We shall be glad to receive the promised particulars.

SIR JAMES ANDERSON'S STEAM-CARRIAGE COMPANY.—We are requested to state, that a reply to the communication of "Argus," inserted in last week's Journal, will appear in our next.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, AUGUST 10, 1844.

The Parliamentary session is drawing to a close, and we would ask, what has been done? Have the mining or railway interests attracted the attention of the Legislature?—and, if so, how far have those interests been protected, and what are the steps taken for ameliorating the condition of the working miner, or the prevention of accidents? It is true that a Railway Bill has been introduced, and the union of the several companies in offering opposition to the proposed measure has been attended with success; the Minister has been compelled to give way to the power brought forward by those representatives in the House of Commons, who, forgetting all Whig and Tory questions, have joined in the common cause—having, at the same time, a due regard to pecuniary interests, and their return to place or power at any future election—the result of which has been, protecting the companies already formed; while the law, as introduced, will affect all those whose bills have been introduced this session.

The line, we admit, must be drawn somewhere; but it is quite clear that the old companies were very willing supporters of the bill as regards new undertakings—some of which might be rival lines—so long as they were themselves secured; the object is achieved, and, thus, the measure is carried *sensu contradicente*.

Another bill has been introduced, and, having passed through the Lords and Commons, subject to certain trifling alterations, is intended to legislate for joint-stock companies generally, in which we presume, as a matter of course, mining adventures are included. The listlessness and apathy evinced by those most interested is a matter of regret, and affords a further evidence of the absurdity of supposing for a moment that (with some few honourable exceptions) the representatives of a mining district care one jot about the mining interests, except in all cases, be it understood, where they are "lords," or indirectly interested in the working of mines.

As to Accidents in Mines—this is a subject which we can hardly expect that Government, or our Representatives in the Commons House of Parliament, will ever think it worth while to discuss. None of their immediate connections or descendants will, in all probability, have to endure the fatigue, the dangers inherent on the collier's or miner's life—and hence the want of sympathy.

In the absence of any Legislative enactment, we trust that the interval between the period of the prorogation of Parliament and its re-assembling will be availed of by parties interested in mining pursuits, in framing such measures as may tend to promote the object we have ever had in view—that of protecting the working miner, and, at the same time, introducing such further measures as may be calculated to advance the interests of the mining adventurer.

Already has a meeting taken place at Newcastle-on-Tyne, having for its object the introduction of a Bill into Parliament, so as to secure a Registry of Mining Records. We hail this as one of the beneficial results arising from the frequent recurrence to the subject in our columns; and we call upon those who were parties thereto, to lend us their aid in the introduction of a bill having for its object the protection of the working miner and collier.

But, we forget—the one bill is for their own security, that of saving money by having a record of the old workings—the other is to protect the working miner, it is to establish salutary laws as affects the workings of collieries and mines, the encouragge of a proper ventilation, and the necessary caution to prevent accidents—these, we confess, quite another thing; it will subject the proprietor or coal-owner to cost. Let us see—will they come forward and display as much humanity in the cause of others, as they exercise zeal and industry where their own interests are concerned?

A letter from one of the representatives of the "outs" in the colliery districts will be found in our columns of to day. It was our intention to have entered fully into the subject, and have had a word or two to say to the colliers' Attorney-General, and the body of delegates—the paid servants of the working collier—but whose position is that of masters, assuming to themselves a power which we cannot conceive, in any extreme case, would ever have been exercised by the employer.

We are told, that the colliers are willing to work five days in each week, and that they will, further, be content with 3s. per day, or 15s. a week. We would be the last to put forward any obstacle to a re-union between master and man; but we cannot help saying that our correspondent evinces a disposition to Jesuitry, which, however well calculated it may be to mislead the deluded working collier, will not have the slightest influence on us. Will the men return to their work, and give a fair day's work for a fair day's wages?—if so, we say 15s. a week is not enough; and they shall have our hearty support in upholding their interests, so far as is fair and equitable. But we will not deal with lawyers nor paid delegates. The working collier has, unfortunately, put himself in their power, and having got out of his depth, he cannot reach land. The paid servants would swamp him; but while they can get their "rent" they will, at least, endeavour to keep his head above water.

Our limits this week, from pressure of Mining Correspondence, precludes us saying more.

TINCROFT MINING COMPANY.

We last week noticed the report affecting the interests of this company, and expressed our conviction, founded on undoubted authority, that the representations made were ill founded. We now give insertion to a letter received from the agent, in reply to a communication addressed him on the subject, which will be satisfactory to the shareholders, as confirmatory of the statement made in our last. A correspondent, however, informs us that 1876*l.* has been paid by the Tincroft Co. to the East Wheal Crofty adventurers, for certain "liberties" taken beyond the boundary of their sett. We can only give statements as placed before us, and shall willingly open our columns to the insertion of any explanation, but we think there must have been a "mistake,"—whether such were the case or not, it is satisfactory to find that no differences now exists. We have sent to obtain the power or agents of the East Wheal Crofty Mine for an acknowledgment or reply to our communication; we hope that they were too well employed about ground to allow them to spare time to write, or they might be under restraint. In any case we did our duty—perhaps they did theirs.

[illegible] Tincroft, Sept. 5, 1844.

Sir,—I am obliged by your letter of the 3rd inst., in answer to which I beg to say, that all statements which may be either respecting part of the Tincroft property having been taken into East Crofty sett, or the East Pool Lode, are without foundation—and positively so. It is not so. I never had cause of any difference, working between the two, and every fair dealing would on the lode subjected to, and, up to certain rate having taken place to the lode, each between our boundary, which, when we discovered, or stopped, and returned the ores, and the ores up to our sett back to us again. As to East Crofty adventurers claiming damages, I have never heard a word about it, on the contrary, they are obliged to me for having discovered ores for them, which they were never likely to have discovered for themselves—the lode are ours, the East Pool lode, passing from East Crofty to Tincroft, is no [illegible] with the lodges which is the last west; in short the two lodges do not [illegible] to touch, between the two lies our ground, which we and they [illegible] have a great many yards of East Crofty sett. It is the two lodges [illegible] to the west of it in Tincroft—the east of it in East Crofty. Further the ores under the lode is now having [illegible] and [illegible] and [illegible] to be equally divided and paid between them. [illegible] &c., your's &c.,

[illegible] Thomas Pare.

MINING IN SPAIN—THE ASTURIAS.

In another column will be found a report from the managing agent of the Asturian Mining Company, which holds out expectations of no ordinary character, as respects the mineral tract possessed by the company, whose operations are becoming more extended, and are calculated to have a considerable influence on that part of Spain, as affording encouragement to mining pursuits, and the means of employment. Having had an opportunity of acquiring information from parties who have been employed on a geological and mineralogical survey in the Asturias, and lately returned to this country, we avail ourselves of the opportunity afforded, of directing attention to the main features which this district presents—to the present workings—and to the proposed extension. We shall in the first place, take the Asturian Mining Company, which was formed some few months since. This company has in its possession a vast tract of coal and ironstone measures, which it is proposed to work, the erection of furnaces, &c., being determined upon. With reference to these works, the construction of a railroad from the coal district, by Oviedo to Avilles, a distance of thirty-five miles, is a matter of importance, which it is estimated can be formed at an outlay not exceeding 3000*l.* per mile; the line being worked by horse power, and being principally confined to mineral produce, will be such as are in use in the mining districts of this country. The present import duty on railway bar-iron is, on the average, 15*l.* per ton, which thus precludes its introduction from this country, except by special *ordinance*—as the duty alone, on a single line for this distance, would be upwards of 30,000*l.*, exclusive of chairs, turn-outs, &c.; while it is the policy on the part of the Spanish Government to encourage native manufacture, more especially when such is carried on by *British* capital and enterprise. The coal, we are given to understand, is of excellent quality, as is the ironstone, while the deposits of lead and copper, and (if reports be true) other minerals, are far beyond any moderate calculation—a cargo of lead ore is now on its way to this country.

The report of Capt. Mathews, to which we have referred, gives an extraordinary account of the Terres Mine, the lode in which is said to be eighty feet big, and can be traced with regular walls for a considerable distance. These mineral deposits, however, appear to be a secondary consideration with the company, whose main object is the establishment of iron works and opening their collieries, so as to be independent of "foreign" coal, while they will secure a demand for steam navigation and manufacturing purposes to a considerable extent. The survey for the line of road and estimates have been made, and, ere long, we presume the details will be laid before the public—the undertaking, although sanctioned by, and, in a great measure, emanating with, the Asturian Mining Company, being perfectly distinct—and the nominal capital proposed is 150,000*l.*

The Spanish Government have expressed themselves anxious and ready to afford every protection and support to parties embarking capital in the construction of works of this nature, or in mining pursuits—and, while they have afforded facilities and advantages to the foreigner, have at the same time vigilantly taken care, by the tariff on the import of metals, the native miner is protected; they doubtless look at the beneficial results which have attended mining industry in this kingdom, at a period when the miner was protected—while they will, doubtless, avoid acting upon the example set by our Government, that of sacrificing a branch of national industry and source of wealth to the outcry of a few disciples of *free* trade.

We shall resume this subject, embodying the material points we have acquired with reference to mining in Spain—and more especially the Asturian district, as such appears to abound in mineral, and to which, moreover, British capital and skill is at this moment particularly directed.

OUR RAILWAY SYSTEM—PROPOSED GOVERNMENT INTERFERENCE.

The Railway Regulations Bill has now become the law of the land. The only alteration in the bill made in the House of Lords related to the third-class train travelling on Sundays. Our readers are aware, that in the original measure there was no provision whatever made for the accommodation of the working classes on Sunday—there was, in fact (as happily expressed by Mr. Smith), one law for Dives, and another for Lazarus. This was amended in the Commons, by a clause introduced by Mr. Thornely, which provided that on every railway where first and second-class passengers were carried on Sundays, there should also be a third-class covered train, subject to Government control, as on the other days of the week. In the Lords this clause was altered, and the alteration has been acceded to by the House of Commons; it is now enacted, that on every railway which runs first and second-class carriages on Sundays, there shall be attached to one train a third-class carriage, conveying passengers at 1*d.* per mile, as on week days, but without any provision either as to seats or covering—these two matters being left to the discretion of the companies.

This bill, fraught as it is with gross injustice to railway proprietors, is, we fear, but the commencement of a system of encroachment by Government on private speculation—not only quite uncalled-for, but entirely at variance with the spirit of our commercial constitution. If there is one principle by which the mercantile code of this country is particularly distinguished from any other, it is that of allowing every man, without curtailment or diminution, to reap the fruits of his own industry. In the Railway Bill this principle is violated, and the enterprising speculator in future railways will be unable to obtain above 10 per cent., although in other railways he may not be obtaining more than a nominal dividend. Let our readers suppose a similar principle extended to mining operations, and no adventurers be permitted to divide more than 10 per cent., and be obliged, at the same time, to bear all the risks of a total failure—yet there is no argument which could be urged in the one case but what might be made applicable to the other. If railway proprietors are not to have more than 10 per cent., why should mining adventurers?—and if cheap travelling is desirable at the expense of the former, why should not cheap coppers be equally desirable at the expense of the latter? It is on the broad principles of equity and justice that we have all along protested against the leading feature—the limitation of profits—contained in the Railway Bill; and unless the most active vigilance is displayed by the mercantile public, the same obnoxious principle will be extended to all joint-stock companies—or, at least, in every case where Government may be able to take advantage of popular feeling for the purpose of interference.

It is scarcely necessary to again remind our readers of the much-discussed leading provisions of the Railway Bill. They may be briefly summed up:—1st. The Government right of purchase at the expiration of twenty-one years of those railways which pay 10 per cent.; 2d, the right of revising the charges at the expiration of the same time, to case the profits should exceed 10 per cent., so as to lower the profits to that rate; and, 3d, a daily assured train carrying passengers at 1*d.* per mile, to be run on all new lines, and all old ones coming for new powers to Parliament, which includes the great majority of existing lines.

But will the public be satisfied with all these concessions on the part of railway proprietors? We confess, we consider the matter very doubtful. For a time, no doubt, people will be satisfied, especially those who are in the habit of travelling on the long lines, where the benefit of the cheap assured trains will be more particularly felt; and this *first* step towards a low and uniform rate will, no doubt, be duly appreciated—but it must not be forgotten, that even the low rate of 1*d.* per mile will not be uniform. On many railways the charge is much less—on several it is not more than a halfpenny per mile, and on one or two railways the fare is little beyond a farthing per mile. Attention after the 1st of November, when the bill comes into operation, will be more especially directed to these facts, and the apparent inconsistency of some of the features of the bill will then become more prominent—and in this view of the case we are strongly borne out by the writer in the *Quarterly Review*, to whose article on the subject of Railway Legislation we directed the attention of our readers some weeks since. "In the first place (says the Reviewer) we take leave to inquire on what *statistical principle* any price can be assumed a *priori*? Why, statistically, should any one human being have the right to be conveyed twenty-four miles at 1*d.* per mile, while other human beings are to pay for the same 'benefit 2*d.*' but, granting that these propositions, so new in political economy, were to be exercised on account of some peculiarity in the special case of railways, we must further ask, why 1*d.* per mile should be then taken as the fundamental unit?—why not 1½*d.*, which is almost the general average of present prices, and about one-half of every former mode of travelling? or why not a halfpenny as some—or a farthing, as even half a farthing, as others, suggest? The 'Railway Reformer,' from the same, or nearly the same, data as Mr. Labouchere, has arrived at the half-farthing. Does Mr. Labby hope that his *quasi* will reconcile a poor passenger to pay 4*s.* 2*d.* to Brighton, instead of the 2*d.* trips promised by a bolder Reformer?"

We fear there may eventually be found much truth in the anticipations of the Reviewer. Passengers are frequently conveyed now to Brighton by railway for 2*s.* 6*d.*—and it seems something like a very superfluous piece of legislation, compelling the company to carry them at 4*s.* 2*d.* We must, however, take leave of the subject for the present. Before the next session of Parliament, the public will be enabled to judge to what extent the Railway Regulations Bill will satisfy the wants and wishes of the community.

ORIGINAL CORRESPONDENCE.

THE PITMENS' STRIKE IN THE NORTH.

Sir,—In looking over your paper of the 3d instant, I was struck with your remarks on the pitmens' strike. In reference to delegates, it is evident that you are not in possession of sufficient information, or your correspondent is intent upon the work of belying the delegates, &c., who are suffering all the privations common to their suffering brethren, and encountering persecution of no ordinary degree—moreover, they are not in the receipt of any regular wages, and it is the most distant idea with them to fatten on the credulity of the (so called by your paper) deluded men. At the meeting referred to, the utmost enthusiasm prevailed during the whole proceedings, and although the rain poured down in torrents nearly the whole of the time, the men continued seated on the ground until the meeting was broke up—and, in fact, this was the best meeting that we have had the honour of witnessing since the commencement of the strike. So much for a faithful correspondent. Again, in reference to wages, nothing is more absurd than to talk of the average wages of the miners of the north being equal to, or superior to, any labouring class in the kingdom; but, Sir, considering the nature of their labour, the complicated dangers attendant upon the discharge of such labour, they are anything but a fairly-remunerated body of men, and such has been their condition during the last year, that, on an average, they have not earned more than 11*s.* per week. All we ask is, to be allowed to work five days per week, and to earn 3*s.* per day—the day, we trust, is not far distant when labour shall be fairly remunerated. Edward Richardson (for the miners).

Newcastle, August 5.

[We will readily give insertion to any fair statement on the part of the colliers. Our correspondent says, the pitmen require two days ease, and 11*s.* per week. Will they be content with the latter, and how is the average of 11*s.* per week made out?—and, moreover, we would ask, to what period is the year made up?]

MAJOR PARLBY'S IMPROVEMENTS IN WHEELS FOR CARRIAGES.

Sir,—In the *Mining Journal* of Saturday last you have been pleased to notice favourably the patented improvements in wheels for carriages of my invention; as those wheels are not yet before the public (it being, I believe, the intention of those concerned with me in the patent to establish a company, for the purpose of carrying it out), I will endeavour, in as short a space as possible, to describe the principles which have guided me in bringing the invention to its present state, and also to describe the very general application of such wheels. As, however, your scientific Journal is principally devoted to information connected with mines, and the machinery used in them, I will mention that I believe there are many mining purposes in which these wheels will be found extremely useful in all cases where strength, lightness, durability, combined with the removal of the noise of common wheels, are required. In the first place, I have endeavoured to form a wheel, which requires greater simplicity of workmanship, construction, and materials, than common wheels. Thus, there are no tenons or mortices in the wheel, the construction being such, that any good joiner or carpenter, may make the wheel (having the iron prepared for him) even better than a wheelwright, and with his common tools. All the wood parts of the wheel can be cut with great ease and exactness out of blocks or planks of any straight-grained wood, either by hand or simple machinery, as every cut is in a straight line, and all the surfaces of the wood in contact are flat even faces, and, thus, are easily formed, and may be advantageously cemented together by any good water proof cement. Having the iron work ready (which I conceive may be always more economically and better prepared by any large iron working establishment), the wheel may be put together without requiring any fire, forge, or blacksmith's establishment on the premises, and I conceive with half the time and labour of a common wheel. There are no nave blocks required, the ends of the spokes forming the nave.

In one construction, where the wood, or any harder substance, is employed to form the exterior of the wheel, the principle of the arch has guided me; the pieces filling in the intervals between the spokes being, as it were, a series of arches abutting on the spokes, in continual succession round the wheel; and the iron plates, or rings, which maintain the pieces in their places, being bent edgeways, the iron has thus infinitely greater strength to resist change of circular form than when bent flatways, as in the usual tire of wheels. But the great advantage of my new construction of wheel is, that instead of a wood felloe shod with iron, as usual in common wheels, which causes great expense in wear and repairs, and great noise in passing over stone pavements, and, consequent, discomfort to the passengers, as well as injury to the wheels and framing of the carriage, by the effect of concussion, which endangers the breaking of the axles, spokes, and springs; the whole working periphery, or felloe of the wheel, which comes in contact with the ground, may be made of more or less durable and elastic materials, such as compressed leather, horn, felt, sawdust, rattan, &c., combined with Indian rubber, by which the injurious and uncomfortable effects of concussion may be perfectly removed, so that for common purposes springs will hardly be required, and for light hand carts, wheelbarrows, &c., the ends of the spokes not being weakened by tenons as in common wheels, and not being exposed to the violent concussions which an iron tired wheel receives, any light straight grained wood, such as the pine used for window-blinds, may be used, thus combining lightness with economy. But for carriages for invalids, for ladies near their confinement, and nervous people generally, the comfort of these elastic surface wheels will be immeasurable; and I have no doubt, when they are once known, of their very extensive employment. The advantages in the streets of London and other paved towns, by the employment of these wheels in omnibuses and other general conveyances, will be great; the pavements, whether of wood or stone, will last longer, and the violent noise and rattling in the streets will be entirely subdued; and it is evident that many elastic compounds, unalterable by weather or dryness, and much cheaper in repair than iron, may be substituted, so that as this material wears away, the iron framing remaining perfect, its renewal will be more simple and economical than the repairs of common wheels. A scientific writer, in your Journal, has been pleased to compliment me, in alluding to my breakwater, as being an observer of natural facts, as to this case I am only humbly imitating the wonderful excellence in the natural construction of men and animals, and especially the feet of many, where the beautiful and highly elastic cartilaginous substances are spread between every hard surface in contact, and prevents the danger of their being injured by the effects of concussion, in leaping, running, or violent exercise; and I feel persuaded that the result of comfort in the use of, and the superior durability of these wheels, will prove that another valuable lesson has been derived from the beautiful natural fact I have taken as my guide.

I may also add, that it is our intention to grant licenses for the use of the patent on very reasonable terms. Samuel Parlby.

20, George's terrace, Kensington New Town, August 5.

REAL DEL MONTE MINING COMPANY.

Sir,—There is one point in the letter of "A Constant Reader," last week, in reference to the Real del Monte Company, which you will, perhaps, allow me to notice. He deservedly censures that 12 per cent. to the value of 1*s.* 6*d.* on the nominated 44,742*l.* 18*s.*—whereas, as I stated before, the interest is covered by the 200*l.* There never was such an interest as 12 per cent. upon the loans. The interest had been accumulated to 12 per cent.—and that only upon the *original* amount, without compound interest. Your correspondent's easy manner in calculating his interest upon that which is an accumulation of principal and interest. Having said this much, the point does not seem important enough to require further explanation.—Your correspondent is mistaken as regards the amount subscribed by the proprietors, which is almost 200,000*l.*, instead of 120,000*l.*, unless interest on the loans be included. The rest actually speak upon the understanding in 1 more, almost 200,000*l.*

I am glad to find that your correspondent does not want to depreciate the advantages; but certainly no statement was calculated to leave an unfavourable impression upon the minds of those who read the statement, although it professed to state facts, some were stated questionably, and others were concealed altogether. This, no doubt, arose from a want of due inquiry on the part of your correspondent—who, I feel assured, knew the great interest I had in this affair, would have been quite as willing to have stated the whole, as a part, of the truth.——*London, August 6.*

WESTERN GAS-LIGHT COMPANY.

Coal gas, as a means of artificial illumination, has now come into such universal use, that any improvement by which its purity is increased, or its cost economised, becomes a matter of general public importance. The first establishments for lighting our public thoroughfares, shops, and dwellings, with carburetted hydrogen, though completely successful as far as conveying the gas wherever required, and producing a light far superior to the best of the old methods of illumination, still supplied a compound of such impurity, that ceilings became black, and jewellery, gilding, &c., injured to an extent quite equal, if not to a greater degree, than by burning oil. The attention of gas engineers became riveted to this defect, and many devoted themselves to the study of ascertaining how to rid the crude gas of the attendant ammonia, sulphuretted hydrogen, and other impurities, and to produce, as near as chemical means could obtain it, a pure carburetted hydrogen; the consequence was, that year after year witnessed the gradual improvement in this branch of chemistry, and gas became (if we may so term it) a staple article of commerce, and, in fact, one of the necessaries of life. Company after company was established, large capitals were embarked in them, and various improvements were introduced in its manufacture, which so lowered the cost of production, while what was at first thrown away as refuse became an article of merchandise, and some of its products (naphtha, for instance) of considerable value too, that we believe few speculations in the commercial world have turned out more profitable than gas making, as a proof of which shares are eagerly sought after, and though styled public companies, their yearly or half-yearly meetings are always sacred—the press is never admitted; and this applies, we think, to every gas company in London. The profitable nature of gas manufacture may be further illustrated by the town of Manchester, which is let by the parochial authorities, and the advantages derived therefrom pretty nearly supply the place of a poor's rate. With the experience of the past thirty years, there is, however, yet much room for improvement. Among all the companies in London, there is, as a matter of course, much difference in the quality of the gas supplied, according to the nature of the coal used, the experience of the engineers, and other circumstances; but we believe it is possible to supply the public with a gas of greater illuminating power and purity, and giving out considerably less heat, than any at present obtained in the metropolis. To accomplish those desirable objects, the Western Gas-Light Company is established, and (which, under the valuable management of George Holworthy Palmer, Esq.) will, we have no doubt, accomplish what they propose—viz., increased advantages to the gas consumer, with fair profit to the shareholder. This gentleman has been for the last twenty-five years engaged in the erection of gas-works and their superintendence, and we have reason to know, that for the past ten years he has energetically devoted much time and money to discover a means of obtaining a highly carbonaceous gas, free from ammonia, carbonic acid, sulphur, &c.; and, as we trust this company will show, with perfect success. The report of that gentleman is now before us, in which he enters fully into the subject as to securing to the public an adequate and continual supply of superior gas at all times, and by a statement of calculation, showing the probable expenditure, returns, and profit, on getting the new establishment to work. With respect to the latter, he assumes that at the commencement they will require fifty-five miles of mains, and 3500 services, supplying 18,000 burners—which, with the cost of the erection of the works, &c., and 6000*l.* for the purchase of the ground, will require the outlay of a capital of 87,500*l.* For supplying these 18,000 burners it will require 10,127 tons of best cannel coal, 15,671*l.* 9*s.*; labour, 4512*l.*; lime for purifying 121,523,750 cubic feet of gas, 398*l.*; interest, 2700*l.*; and sundry expenses, bad debts, wear and tear, taxes, &c.—making a total annual expenditure of 27,468*l.* 3*s.* 10*d.* The estimated annual receipts are as follows:—Assuming that 6,548,750 cubic feet of gas is lost by leakage, and consumed on the works, there will remain 114,975,000 cubic feet, at 8*s.* per 1000, 45,990*l.*; 3375 chaldrons of coke, in excess of what is used for heating the retorts, at 10*s.*, 1687*l.* 10*s.*; tar, 253*l.* 3*s.* 6*d.*; ammoniacal liquor, 187*l.* 10*s.*; sundries, 300*l.*—making the total receipts 48,418*l.* 3*s.* 6*d.*—showing a profit on 18,000 lights of 20,950*l.* 0*s.* 8*d.*, or 22½ per cent. on the capital invested; and, while the engineer feels warranted in stating this as the minimum rather than the maximum profit, he shows that the consumer will also reap considerable benefit. It is on the supplying a far superior gas than what is at present manufactured, and at a price which shall cause a considerable saving to the public, that this company bases its hopes of success, for not only will these circumstances insure a numerous tenantry among shopkeepers, but the dwellings of the nobility and gentry, from which hitherto gas has been excluded, on account of its injuring works of art, gilding, &c., and discolouring the ceilings and paint, will be lit from this source to a great extent. The various advantages which attend the gas produced from cannel coal by Mr. Palmer's process, and the exclusive use of which he has secured by letters patent, may be thus stated:—The heat is diminished in proportion as the illuminating power is increased; no unpleasant odour during its burning; it does not tarnish metallic surfaces, or discolour the decorations of apartments; greater specific gravity than Newcastle coal gas—hence less pressure will be required, and accordingly there will be less leakage, while an efficient supply will be secured, its illuminating power exceeding that at present supplied full 40 per cent., as three feet of this gas will give a light equal to five feet of Newcastle coal gas; from the absence of ammonia, the corrosion of the meters will be avoided, and the naphtha or volatile oil which can be extracted will, from its superior quality, prove a source of considerable profit to the company.

The capital is 350,000*l.*, in 12,500 shares of 28*l.* each—11*l.* deposit, and three calls of 5*l.* each, will realise 87,500*l.*, which will enable the works to be commenced immediately, and the remaining 162,500*l.* will then be left to extend the works as occasion may require. Such is an outline of the prospects of this new gas company, and although, in consequence of the number already established, it might at first glance be considered another was superfluous, and that little chance of advantageous competition existed, it must be borne in mind that the principles upon which this establishment comes before the public are new—that those principles hold out as great a boon to that public as to the shareholder—and the advantages here enumerated once secured, there is little question of its success. A great number of the inhabitants of the western part of the metropolis have already, it is stated, expressed their wish to be supplied by this company, and as soon as the works are complete, an immediate rental may be anticipated.

On the Philosophy of Agriculture.—On Thursday evening last, Mr. Higgs delivered at the City of Westminster Literary and Scientific Institution, Great Smith-street, the first of two lectures on the Philosophy of Agriculture, embracing in a brief view of the materials which form the crust of the earth, and in the wearing down of rocks; the origin of soils, and their variety, with an estimate of their capabilities for the production of food, illustrated by diagrams, and numerous specimens from the lowest formations to the superficial earth. The lecturer gave practical instruction as to the most ready methods of observing and forming a judgment of soils, and introduced to the notice of his audience two simple but efficient instruments for this purpose. He then detailed the more exact process of chemical analysis, demonstrating, by the application of re-agents, the mode of separating the constituents of a soil, and of estimating their proportions, explaining the principles on which the art is based, assuring his hearers that such a mode of operation is not beyond the power of common perseverance and observation, and expressing a hope (in which we heartily concur) that this kind of useful information may be widely diffused among the great mass of the people, to whom it is of so much importance. The lecture was listened to by a highly respectable audience, who manifested much satisfaction. The next lecture will be on Manures.

Railways and the Money Market.—The pinch in the money market has shown itself in nothing more than in the continuous price at which some railway stock is quoted, an instance of which may be seen in the 3*l.* shares which were created by the York and North Midland, for the purchase of the Leeds and Selby Railway by that company, and which go to the joint list in December next. Although the York and North Midland Railway Company intend to call for 20*l.* only upon these shares, and that call for November next, from which time only the holders will be entitled to receive equal dividends with the York and North Midland proprietors upon the amounts actually paid up on the new shares, yet they are now selling at huge 3*l.* to 3½*l.* premium. This is a curious history, though no criterion, inasmuch of monetary and capital and speculative feeling.—*Correspondent of the Liverpool Mercury.*

Birmingham Railway Company.—A dividend of 10*s.* per share has been declared by the directors, for the half year ending on the 30th of June; the dividend to be payable on the 1st of September, free from income tax.

ENGLISH MINES.

SOUTH WHEAL BARRY MINE.

August 8.—Annexed is the last two monthly account of this mine, as also statement of the workings from *July*, 1865, to *June*, 1866, both inclusive:—

May and June Account.

Copper sold	£	s.	d.	£	s. d.
Sundries					
Expenses					
Cr. by West Basset adventurers					
Profit					
Last account					
Dividend of 1s. per 100th share					
In purser's hands					

Being three months ended *July* 28th, 1866.

Annexed Account from July, 1865, to June, 1866, both inclusive.

Copper ore, 4220 tons	£	s.	d.	£	s. d.
Sundries					
Expenses					
Profit					
Cr. for 1s. per 100th share					
Balance from 1865-6					
Dividends paid					
Cr. for 1s. per 100th share					
In hand					

EAST WHEAL ROSE MINE.

Aug. 8.—Account laid on the silver of profit and loss for *May* and *June*:—

Proceeds of lead ores sold from 1st May to 14th June	£	s.	d.	£	s. d.
Proportion of Cowgill goods brought to this account					
Received of Cowgill adventurers for materials, &c.					
May and June months' cost					
Profit					

Showing a profit of 732*l.* 9s. 9*d.*; to which add balance in hand last account, 7*l.* 10*s.* 3*d.*—making a total of 739*l.* 19*s.* 9*d.*; from which deduct 720*l.* for a dividend of 6*d.* per 1-120th share, leaves a balance now in hand of 19*l.* 19*s.* 9*d.*

CONSOLIDATED VIRTUOUS MINING COMPANY.

August 8.—The lode in the sixty fathom level, east of Hosewood's shaft, is fifteen inches wide—very good tributo ground. The lode in the fifty fathom level, west of Hosewood's shaft, is eighteen inches wide—very good tributo ground. The lode in the fifty fathom level, west of Williams's shaft, is ten inches wide—tributo ground. We have holed the rise to the back of the fifty fathom level, east of Hosewood's shaft. The lode in the forty fathom level, east of Hosewood's shaft, is eight inches wide, producing a small quantity of ore. The new engine-shaft is now down three fathoms below the thirty fathom level.

H. Williams. J. Moreom.

TRESAVEAN MINING COMPANY.

July 30.—We are just returned from underground, and beg to hand you our report of its present prospects. In the eighty-fathom level east the lode is from two to three feet wide—a good course of ore. The rise in the back of this level, to make a part of the diagonal shaft, is a good lode of ore. The seventy fathom level east is a large very lode—not all as yet taken down to the north wall. Bowden's winze, in the bottom of the seventy, is a fine course of ore. At the fifty-six and sixty-six fathom levels, the lodes are not regular, being disordered by the flookan and killas—producing occasionally small branches of ore. The pitches in present are not looking so well, neither do we expect to have many good cross-cuts communicated with the eighty-five fathom level. From the great length of ore ground driven through at the seventy, and the present prospects of the eighty-five, leave no doubt on our minds of there being immense quantities of ore in this part of the mine; and when the new diagonal shaft is completed—the new engine being now in full operation (the expense is the drainage of the water having been considerably lessened)—we have no doubt but the mine will again do well.

W. Martin. M. W. Martin. J. Trounan.

COOK'S KITCHEN MINE.

August 8.—The lode in the eastern shaft, sinking under the sixty fathom level, on North Tincroft lode, is about eight feet wide, four feet of the north part of which we are leaving stand, the south part being more favourable for sinking. As soon as we are down to the seventy fathom level we shall be able to take down the remaining part of the lode to greater advantage; the part we are now carrying is worth about 12*l.* per fathom. There is no alteration in the sixty fathom level, east of the eastern shaft, not having taken down any of the lode; in the sixty fathom level west the lode is four feet wide, worth 15*l.* per fathom; we have driven about two fathoms east on the lode, which is two feet wide; we have driven about two fathoms west on the lode, worth 15*l.* per fathom; we have cross-cut dressing north from the flat rod winze; the lode is two feet wide, ground favourable, but poor at present. The lode in the forty fathom level, on Rickey's lode, to which the above account—*July* 28th—is looking promising—we hope to report more fully on it in our next. There is no alteration in the north sump shaft, sinking under the 140 fathom level, on Uncle's lode; the lode in the 130 fathom level, west on this lode, is four feet wide, and worth 13*l.* per fathom, and also producing rich stones of grey ore. Our tributers department is looking much the same to for some time past.

Alexander Uppy.

WHEAL VIRGIN MINING COMPANY.

August 6.—At Wheal Margate, in the fifty-eight fathom level east and west, the lode is two feet wide, worth from 10*l.* to 12*l.* per fathom, and still opening. The lode in the forty-seven fathom level east is two feet wide, and worth 14*l.* per fathom; in the winze sinking below this level the lode is two and a half feet wide, and worth 20*l.* per fathom; the lode in the forty-seven fathom level west is about two feet wide, and worth 10*l.* per fathom. In the thirty-five fathom level west the lode is two feet wide, worth 20*l.* per fathom; in the winze sinking below this level the lode is twenty inches wide, and worth 12*l.* per fathom. The lode in the deep adit level is about eighteen inches wide, composed of spar and mundic. The pitches continue to turn out equality work. At Shag Shop, at the twelve fathom level, the lode in the meadow end is two feet wide, and the western end three feet wide, composed of spar, mundic, and ores, with good stones of ore in places. It is satisfactory to be enabled to report, that the state and prospects generally of this concern are much improved, and that the next sampling will be about 14*l.* ton.

CROFTY MINES MINING COMPANY.

August 6.—In sinking Williams's shaft we alternates for the past week. In the seventy fathom level, in the eastern end, the lode is three feet wide, good ore; in the western end the lode is five feet wide, producing some ore, but coarse in quality. In the sixty fathom level, east of eastern shaft, the lode is eighteen inches wide, producing but a small quantity of ore. West of Fraser's shaft we lode is two feet wide, very throughout, of a coarse quality. In Webber's winze the lode is four feet wide, three feet ore of average quality. In Jenner's shaft the lode is four and a half feet wide, very throughout, but not rich. The eastern shaft is still sinking to the north of the lode—spread ground. The western end very quick and unkindly. At Wheal Spencer, in Gilbert's shaft, the ground continues much the same as when last reported. In the forty fathom level, in the eastern end, the lode is eighteen inches wide, very good tributo ground, looking very promising; in the western end the lode is two and a half feet wide, with stones of ore. In the twenty fathom level, on Harry's lode, in the eastern end, the lode is eighteen inches wide, three inches of tin ore; in the western end the lode is two feet wide, three inches of tin ore of fine quality. In the ten fathom level, on Harry's lode, in the western end the lode is two feet wide, with stones of good quality. In the two fathom level, on Harry's lode, in the eastern end, the lode is one foot wide, six inches of good quality; in the western end the lode is three feet wide, with stones of Wheal Charles lode, producing; the cross-cut south is driving north to meet the same.

R. Rickard. I. Trevarthen.

GWENNAP MINING COMPANY.

August 6.—In the cross winze, sinking below the 110 fathom level, the lode is twenty inches wide, and worth 20*l.* per fathom; in the middle winze the lode is two feet wide, and worth 20*l.* per fathom; in the sinking winze the lode is one foot wide, and worth 15*l.* per fathom; in the stopes to the back of this level, east of Michell's winze, the lode is fifteen inches wide, and worth 20*l.* per fathom; in the stopes west of Michell's winze the lode is two feet wide, and worth 20*l.* per fathom; in the stopes west of Little's winze the lode is twenty inches wide, and worth 20*l.* per fathom; in the stopes west of Little's winze the lode is twenty inches wide, and worth 20*l.* per fathom; in the stopes west of Chamberlain's winze, and west of Wall's shaft the lode is two feet wide, and worth 15*l.* per fathom; east of Wall's shaft the lode is two feet wide, and worth 15*l.* per fathom; west of Wall's shaft the lode is two feet wide, and worth 15*l.* per fathom; in the back of the level, east of Phillpott's shaft, the lode is fifteen inches wide, composed of copper, spar, and mundic; in the eastern stopes, in the back of this level, the lode is two feet wide, and worth 15*l.* per fathom; west of Dunn's winze the lode is two feet wide, and worth 15*l.* per fathom; in the stopes

ration, which shows a surplus of £10,000, after providing for all liabilities, and an increase of £11,500, as compared with the estimates by last packet. The Mint loan is reduced to a very small sum, and will soon, I hope, notwithstanding the additions about to be made to it by the taking over of Portilla, be done away with as a permanent accommodation.

ASTURIAN MINING COMPANY.

Fayedo, July 21.—In presenting you with the following report relative to La Teresa Copper Mine, I beg to preface it by stating, that this undertaking is situated several miles westward of the great carboniferous formations, so characteristic of this section of the Asturias, and that the lode under present consideration traverses a metalliferous strata which may be described as argillaceous talc schist, intersected by large courses of white large-grained porphyry—together constituting a range of country esteemed highly congenial to mineral productions, in large and regular quantities. I should further add, that La Teresa is distant only one league from the seaports of Cudillero and Aludo. On descending from the village of Fayedo in an easterly direction, on an angle varying from 30° to 60°, I traversed over the back of a large and most extraordinary looking lode, composed of quartz, gossan, mica, talc, fluckan, and iron and arsenical pyrites, yielding rich specimens of yellow and black copper ores—and in one or two instances small pieces of native copper have been met with. This gigantic formation, of which there is a perfect section exposed at the foot of the precipice, is upwards of eighty feet wide, and presents appearances such as I have never seen on mine before; I shall, therefore, endeavour to lay down the various courses from the north to the south wall of the lode, as they occur, so that you may the better comprehend the whole of my views on the subject.

Commencing, then, from the north wall, the first division is about ten or twelve feet thick, composed of a snow white compact quartz, studded with large spots of yellow ore of good quality, and small crystals of iron pyrites. On washing the smalls which we dug out from the interstices, we found it composed of quartz, talc-slate, pyrites, &c. A shaft has been sunk in this division to the depth of six fathoms, at the bottom of which a short gallery is driven southwards, which I regret to say I could not examine, in consequence of the water being on a level with it.—The next fifteen or twenty feet expose a range of ferro-argillaceous schist, with veins of quartz, and presents no external mineral indications of interest.—Ten feet still further south, however, discovers an important change, and the formation is in a highly decomposed and decomposing quartz, with fluckan leaders, on washing which in the shovel it gave off a white sensitional colouring to the water, leaving as a residue, quartz, mica, talc, spots of yellow copper, and iron pyrites.—The range to the south of this, for twelve or fifteen feet, is chiefly constituted of quartz, with strings of gossan, and small veins of talc and earthy schist.—The next six or eight feet embrace several veins of talc and steatitical courses, intersected with quartz with coatings of bright iron and arsenical pyrites, together frequently presenting strong leaders of sulphuretted copper ore.—We now arrive at the last course but one, which is composed of fine gossan and white friable quartz, accompanied by a strong white soapy fluckan, which, on being washed, left on the shovel a large amount of fine grained metallic, with quartz, talc, and mica. In this division there is a gallery driven about twelve yards, on the course of the fluckan, which is about four feet wide, the south wall of which is regular, and bears about north-east and south-west. Some rich specimens of black copper ore is often found in this section of the workings—a collection of which, as well as that of the chief characteristics of the lode, with the strata in which they are embedded, I have ordered to be forwarded by the first opportunity, for the inspection of the board, which I feel cannot but prove exceedingly interesting.

We have now arrived at the last range, which is towering crest-like above the ground to the height of several fathoms (in many places to nearly twenty), and in length this bold and rugged range is almost unbroken for upwards of half a mile, presenting a most extraordinary appearance in the distance, as contrasted with the rich verdant land on either side of it. This strange formation is quartzose, with large developments of a strong and well constituted gossan. I have before stated that this great lode is supported by a congenial strata for mineral formations—viz., an argillaceous talc schist, with large porphyritic courses obliquely intersecting it; this consideration, in connection with the extraordinary size, extent, and character, of this monster formation, which is as regular in its course as anything of the kind can be, merits attention, particularly as a great deal of work can be done at a moderate outlay, by means of adits, levels, cross-cuts, &c. Fortunately, I have been enabled to enter fully into the details relative to this lode at the surface, the workings in the mine having been of such a nature as to lay bare a complete section, from the north to the south wall; notwithstanding this, however, operations up to this date have been but limited, whilst the lode certainly claims an extensive development, particularly when it is considered that the mineral indications, and the formations in which they are found, are of a most favourable character, and as both time and money will be saved by taking precautions against the approaching wet season, I have proposed to the resident director that a gallery be extended from the lowest possible point some forty or sixty fathoms, and that then the lode should be fully exposed by means of cross-cuts; &c., to this end, I have also suggested the expediency of placing on it forthwith four English miners, with a proportionate number of natives, both of which have met his concurrence—in consequence, I have taken measures to carry those objects into effect immediately. Whilst inspecting La Teresa Mine, I have had the good fortune of meeting with M. Paillette, Ingenieur Civil des Mines, &c., &c., of Paris, and a member of several other scientific bodies—already known to you, I believe, as an eminent mineralogist, geologist, and miner. This gentleman passed the mine on his route to Entremadura, and expressed himself equally struck as myself with its extraordinary characteristics, and his opinion fully confirmed all that I have here stated. Though not warranted in availing myself of the accident of his presence to use his name, yet I take the liberty of so doing, from a full impression that he would not object to my doing so in the present instance, and because his opinion is of great importance, inasmuch that he is a gentleman of high attainments in these matters, and has, during many years, devoted his time and acknowledged talents to the study of the formations of this country generally, and of the Asturias in particular.

O. H. MATHEWS.

REAL DEL MONTE MINING COMPANY.

Mexico Ad Monte, June 26.—Your despatches of the 1st of May came duly to hand on the 16th inst. I result by this opportunity two bills; one for £2000, and one other for £600,—making a total of £2600. The produce of silver from Regla for this month will be about forty-eight bars; and from Bauches seven bars—altogether fifty-five bars, being two bars less than the estimate; still I expect there will be a small profit on the month; the falling off is owing to the smelting ores from La Luz having decreased in quantity and quality, but the pains we have given those bars more than we had calculated on, and as our reliance of ampere ores still tolerably good, we may expect a continuation of favourable returns from this department for some time to come; but as the ore in La Luz is lumpy, and subject to sudden variations in the ley, we cannot calculate, with any degree of certainty, on this class. By the landreds reports, herewith forwarded, it will be observed that the patio results for May were rather more favourable than usual, which I trust is owing, in a great measure, to a better knowledge of the proper method of working, to a great measure, to a better knowledge of the proper method of treating the Colorado ore, being gradually acquired. At Regla we have lately increased the number of pisadoras for washing the patrillos, of which there is a very large quantity remaining from former times, although I am informed that the old amparos allowed a large proportion to go into the river; at present we have made arrangements for increasing the length of the Loreto drain-level, and preparing leaks to receive nearly the whole of the patrillos from each working; the following has been the quantity of silver produced by this operation from the pisadas during the last five months:—

	Quintals.	Ounces per quintal.	Produce.
January	57	12 ounces	72 ounces.
February	90	07 "	180 "
March	1662	09 "	1245 "
April	175	08 "	210 "
May	150	02 "	300 "

At Sanchez the last four new barrels and cranage, together with the repairs of the old water wheel, and the erection of three new calcining furnaces, are nearly completed, and will, at the latest, be in full operation by the beginning of next week; this work has occupied more time than we calculated on, owing to the Regla's founder having left us, and the consequent difficulty of getting some of the machinery done. The operation of the old barrels is going on just as usual, and, upon the whole, giving very favourable results. I am sorry to observe that I left a blank in my letter of the 26th February, respecting the saving calculated to result from the new alterations about to be introduced in this hacienda, and which was £1000 per month. The principal workings on the Dimensa vein are proceeding much the same as described in my last. At San Francisco the two most promising points are, the fifty vara level driving west, and the winze sinking below the same, eighty fms. vertical east of the shaft; to each place the lode has either a promising appearance, with plenty of ore, but neither produces sufficient to cover the expenses of the working. At Guadalupe we have lately commenced driving the San Juan level west of San Bonifacio winze, for the purpose of connecting a south part of the vein, and communicating to it the rise over Santa Rosa; now, I am glad to say, the appearances are very favourable; on arriving into the south, some few feet, we discovered a part of the vein, about 14 inch wide, composed of ampere and sparkling ore; and, last week, this work was forty fathoms the southern end of gallerias of the latter; this work we have instructed the resident of Guadalupe, and if the vein continues, as at present, no doubt, we shall soon be enabled to increase the returns from this place. The rise over Santa Rosa level continues to a lode about three varas wide, a quality of which is ampere. The preparations for sinking the proposed adit level in Tuscany progress are complete, but we have been delayed, owing to unlooked for impediments, but still sufficient to interrupt the regular workings in the present of San Ildefonso, where we have at present fifty-two men at work on the ore ground between Socorro and Taylor's level. A cross-cut south, at the latter, was commenced at fifteen varas west of the winze, but, as it quickly got into hard ground, it was stopped, and we now propose driving another further east, somewhere near the end. At Dolores the old adit driving south, on the Santa Brigida, has got to a point where the vein seems to be somewhat disordered; sometimes indications of a vein crossing east and west are seen, but the width of the vein is so great, it is difficult to determine which is the main part; the ground, however, is soft, and the progress south is tolerably rapid.

The mine of Sacramento gives very little of the best class of ore, and even the quantity of ampere has greatly fallen off; by the approach of San Patricio level we shall be enabled to work rather a large piece of grey ground towards the bottoms of Santa Teresa and San Bonifacio winzes. La Luz is still producing the principal quantity of smelting ore, amounting last month to 600 quintals, estimated value £10,437; the ore ground above the San Pedro trinio is nearly all worked out, but below that point there is a very large extent still in reserve; the principal and most interesting work at present in hand in this mine is the eighty-one vara level driving south, which, for some time past, has been producing ores of 10 mrs. to 14 mrs. per montoe, and a small quantity of the best class for smelting. Acosta is, upon the whole, a poor mine; the most promising points are the two ends of Aviadero level, driving east and west of San Pedro cross cut; in each, the vein is large, and contains a branch of sangue ore about half a vara wide; the ground is hard, and, in the latter direction, a large stream of water is flowing out of the end, which is, probably, draining even the Santa Brigida vein below the La Luz bottoms, where we are at present sinking quite dry.

I noticed in my last that we had resumed the sinking of Escolar shaft, and am now happy to inform you that the promising appearances described still continue. Last week one vara was sunk, which produced thirty bags, a great portion of which is of the class for smelting. It is also satisfactory to state, that the mine of Rosario continues to present favourable appearances, and although the winze sinking below the fifty-eight vara level has been suspended for some weeks past, to admit the cross-cut being driven south, still the returns of ore have been, on an average, thirty cargas per week, and this from the single end of San Guillermo driving east; the lode is very wide, only a part of which we are examining as the level proceeds, and as it seems to be tolerably constant, there is every reason to expect we shall soon be enabled to increase the returns considerably. Last week, the torta of 143 cargas sent to Regla hacienda in the latter part of May, has been washed; it contained per assay 169 mrs., and produced 133 mrs.—showing a loss of about 10 per cent.; the loss of quicksilver was between 11 oz. and 12 oz. per mrs.

The cost of the mine up to the end of May amounted to £1045 1 7, and the value of the torta now reduced amounts to £1377—out of which, however, the Maquila is still to be paid, leaving a balance against the mine of between £200 and £300, which may be considered as existing in the shape of tools, timber, and other property. For the quarter ending September, I expect to have at least a torta of 400 cargas, which may be estimated to produce £800, and will, I trust, about pay the costs—although we are at present expending more than usual, for the purpose of erecting a malacate, which will probably be finished next month, and casing the shaft, &c. When these works are completed, and the shaft and bottom level cleared up, we may calculate on raising at least from 100 to 150 cargas per week, which, I think, cannot fail to leave, from this time forward, a profit.

Costs for May (four weeks) £55,027 2, receipts £62,020 6—profit £6613 4.

BOLANOS MINING COMPANY.

San Clemente, June 18.—I assert a copy of my last respects (16th ult.), and have now to acknowledge receipt of your secretary's letters of 1st and 3d April.

Excelsior District Report—San Clemente.—The raising of ore from the present tide, allowing for the variations occasioned by holydays, may be considered about the same as before, and we may expect it to continue so for a long time to come, as the narrow veins of ore, on which the labourers ply their furlongs, occasionally open into little bunches, which replace those which come to an end; there is, however, a notable falling off in the less generally, which have diminished the profits, as will, I fear, become too apparent in the results of next month and the following.

Men Raising Ores by the Corps.—The rise of Dos nos Gain, in which we had six pairs of men at work to ores, has continued to fall off, so that four pairs at present hardly find ores to work upon, and the quantity raised from this source is, consequently, much diminished, as well as its ley.

Patiowerks.—It is disheartening to have to report so continuously on the trista state of all our works of discovery, in San Clemente especially, where so little ground remains unexplored on which to rest our hopes for the future. The south cross-cut of San Crispin has now advanced upwards of eighty varas from the shaft, and cut through several veins of bad bronze, one of which, as you are advised, we explored to some distance without any signs of improvement; the end of the cross-cut is now crossing another wide vein of bronze, out of which we have assayed ores of 4 mrs. per montoe, and which it may be worth following for the chance of improvement. Twenty varas further will bring this cross-cut into Santa Barbara set. The east end of San Fermin, driven forty varas on the lode which distinguished San Clemente, without any signs of silver, has been given up as hopeless; it had, no doubt, gone through the lode of San Jose in barrenness; ten varas more driving would also have brought us to the boundary of San Clemente. After suspending this work, the bargain was put to the north wall at the spot where the level of San Fermin had formerly ended, to seek the vein of San Clemente, and yesterday this vein was cut in bronze and blende; the specimens here sent yet been assayed, but they do not promise silver. From this point, however, to our eastern boundary, we have a considerable distance of entire ground, and at a level where some of the richest bunches have been met; it is, therefore, almost the only hope left for San Clemente, and in driving this work we shall have to make up our minds to encounter much difficulty and disappointment, in the hope of making some discovery. The east end of La Luz is also considerable hopes of making some discovery. The east end of La Luz is also lady eighteen varas from our boundary line, and this space offers no hope of discovery; but the work will, nevertheless, be continued, as the wine of La Luz beyond us may be had at any time, should it be found worth having. The rise of La Luz has continued unproductive, but a few weeks more will effect the communications with the bottoms of the old Cuevera Mine, and open some ground for exploration. The vein of Buen Suceso has never been tried in San Clemente, eastward of the communication, evidently continuing to San Juan; it is visible at the point of this communication, evidently continuing its course eastward, back at the level of Dos nos Gain and at that of the San Francisco; the samples taken from it at those places show hardly a trace of silver, but, as without some new discovery, the mine of San Clemente must soon come to an end when the bunches have exhausted the old workings. I have resumed an old cross-cut formerly driven twelve varas north on the level of Dos nos Gain, about twenty varas west of the original shaft, with the view to try the vein of Buen Suceso on this part. If this vein should become productive, it will give a new existence to San Clemente.

San Nicolas—Portals.—The produce from this source continues as before, limited, though lately it has somewhat increased, in consequence of our allowing the labourers to approach a little nearer our sources than we had hitherto done. The increase is inconsiderable.

Men Raising Ores by the Corps.—The winze of La Luz has continued to produce the same quantity as they did during the work to six pairs, who raise about the same quantity as they did during last month, but the ley has fallen here also; this is the only point we have worked by this class of men.

Patiowerks.—The winze of San Marlene has last week communicated with a rise in Buen Suceso, which has given the required ventilation for exploring more extensively the ground we had left behind us; I have accordingly resumed the end of San Marlene level west, and commenced the same to the east, and shall immediately begin a new rise above this level. The east end of La Rubia—with the exception of a few specimens of good ley, this end, now forty three varas from its commencement, has been driven in rubbish; we have now arrived opposite the shaft of San Nicolas, with which it will be in the same manner communicated by a cross-cut at about twelve varas, for the convenience of relieving the adits and rise of this level, and all the workings of San Marlene. The east end of San Nicolas west has evidently been driven off the vein of San Clemente, which, from its state of barrenness has been left unworked, and here nothing to be reported. The west end of San Francisco is now in the Maimonez set, and has continued to increase without a trace of silver. The west end of La Luz, which has been so rich, is now reduced to one or two small and inconvenient veins of bronze of good ore, but mixed with, or divided by, rubbish, and it is to be feared that we are at the extremity of the branch of ore, which has been the chief support of San Nicolas for nearly a year past. The cross-cut of Pancracio, to the vein of El Cleto, has not yet finished. The cross-cut of Pancracio, to the vein of El Cleto, has not yet finished. The cross-cut, several sparkling, some varas being still wanted to reach it. A cross-cut, called San Alejandro, south from the west end of the same cross, has been continued, with the view to cut the vein of Santiago, which came from Malacoche, and communicated with San Nicolas with a short cross-cut; that vein has always been considered as San Clemente, although Mr. Russell seems to think it is Buen Suceso discovered; to this as it may, it will be proved by the above cross-cut at a considerable cross level, and then work must be resumed on the vein, with half an inch of good ore, which may be considered as a favourable sign. In the west end of Santa Teresa, on a branch level by the west level, crossing between the level of La Luz and the vein called by the same name, driving towards the level of La Luz and the shaft of San Nicolas, I have put a bargain, and have already met with a quarter of a vara of rich bronze. When this vein was first discovered in the quarter of a vara of rich bronze. When this vein was first discovered in the communications of the winze of San Fernandino with the level of La Luz, no good ore was found in it, and although it is not of great importance, as we may sometimes grant heaps of its increasing production. East end of rise, to see if El Cleto, have crossed the boundary line of Malacoche Francisco, on vein of

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, 100⅛ ⅛
Consols Account, 100⅛ ⅛
Three ½ per Cents., 100⅛ ⅛
Reduced 3 per Cents., Div. 100
Reduced 3½ per Cents., 100⅝ ⅝
Long Annuities, till 1885 ⅛
Bank Stock, 198½ 200
Exchequer Bills, 75 77 pm.
Bengal Bonds, 5 per Ct., 108 ⅛
Brazil, 5 per Cent., 81 86

Spanish, 5 per Cent., 20 ½
Dutch, 2½ per Cent., 61 ⅝
Ditto, 5 per Cent., 101 ⅝
Portuguese, Conv., 5 per Cents., 40 ⅛
Russian, 5 per Cent., 109½ 109⅝
Spanish, Actives, 5 per Cent., 22½ ⅝
Ditto, 5 per Cent., 20½ ⅝
Chili, 6 per Cent., 102 ½
Colombian, 6 per Cent., 15½ ⅝
Mexican, 5 per Cent., 20½ ⅝

The premium on gold at Paris is 9½ per mille, which, at the English Mint price of 3*l.* 17*s.* 10½*d.* per ounce for standard gold, gives an exchange of 25·10; and the exchange at Paris on London at short being 25 5·, it follows that gold is 0·15 per cent. cheaper in London than in Paris.

By advices from Hamburgh the price of gold is 112 per mark, which, at the English Mint price of 3*l.* 17*s.* 10½*d.* per ounce for standard gold, gives an exchange of 13 9; and the exchange at Hamburgh on London at short being 13 12, it follows that gold is 0·15 per cent. cheaper in London than in Hamburgh.

The course of exchange at New York on London is 109½ per cent., and the par of exchange between England and America being 109 7/8 or 0·1 per cent., it follows that the exchange is 0·25 per cent. against England; but the quoted exchange at New York being for bills at sixty days' sight, the interest must be deducted from the above difference.

[From our own correspondents.]

LATEST PRICES OF IRISH STOCKS.—5 per Cent. Consols, 99½ to 99¾; 5 per Cents., 1825, Ditto Ditto, 1840, 1841; 5 per Cent. Debenture, 1838; Bank Stock, 1824.—Grand Canal Assurance, 1815; Dublin and Drogheda, 7½;—Hibernian Bank, 1815; Royal Bank, 1824; National Bank, 1838.—City of Dublin Steam Co., 1825; Ditto Stock, 1840, 1841; British and Irish Ditto, 1841.—Steam Ship Building Company, 1841.—National Insurance Company, 1st ct.; Patriotic, 3½;—Mining Company of Ireland, 1841; Wicklow Copper Mines, 1841.

CURRENT PRICES AT LIVERPOOL.—THURSDAY EVENING.

Stock	Closing pr.	Subs.	Stock	Closing pr.	Subs.
Bolton Junction	47½ ½	—	London and Croydon	18½ ½	—
Bolton & Preston	8 ½	—	Lond. & North Western	87 ½	—
Bristol & Gloucester	11½ ½	1½	Manch. & Birmingham	16 ½	—
Bristol and Exeter	81 ½	—	Manch. Bolton, & Bury	11½ ½	—
Bristol & Gloucester	15 ½	—	Manch. & Leeds	110 ½	—
Caledonian	12 ½	—	Manchester & Leeds	110 ½	—
Chester & Birkenhead	20½ ½	—	Midland Stock	104 ½	107½ 6
Chester & Holyhead	16 ½	6½	Newcastle & Carlisle	100 ½	—
Chester & Wrexham	7 ½	—	Newcastle & Darlington	67 ½	—
Dublin and Belfast	8 ½	—	North British	32 ½	32
Dublin and Drogheda	7½ ½	—	North Union, Stock A	100 ½	—
Dublin & Kingstown	7½ ½	—	Ditto B	70 ½	—
Dundee and Perth	1½ ½	—	Warwick & Brecknock	10 ½	—
Eastern Counties	12½ ½	12½	Preston and Wyre	17 ½	—
Edinburgh & Glasgow	60½ ½	—	St. Helens & Runcorn G.	19½ ½	—
Edinburgh & Glasgow Union	17 ½	16½	Sheffield & Manchester	60 ½	60 65½
Glasgow Paisley & Ard.	1½ ½	—	Shrewsbury & G. Junc.	4 ½	—
Glasgow & Greenock	12½ ½	—	South Eastern	20 ½	20½ 20
Glasgow Paisley & Ayr	10½ ½	—	Trent Valley	14 ½	—
Great Western	110 ½	—	Ulster	20½ ½	—
Grt. Northern of England	100 ½	—	York & N. Midland	11½ ½	—
Great Western	108 ½	—			
Hartlepool & Exeter	1 ½	—			
Harwich	2½ ½	—	Lynn and Ariguam	1½ ½	—
Hull and Selby	14 ½	—	Orleans, 7 p. Centenes	1½ ½	1½
Lancaster and Carlisle	21 ½	21	Paris and Lyons	1½ ½	—
Lancaster & Preston	20½ ½	—	Paris & Orleans	17½ ½	—
Leeds and Bradford	0 ½	—	Paris & Rouen	17½ ½	—
Liverpool & Manchester	220 ½	225	Paris and Strasbourg	7½ ½	—
London & Birmingham	207 ½	210	Rouen & Havre	10½ 10½	—
London & Brighton	47 ½	—	Strasburg and Bâle	7 ½	—
London and Blackwall	7½ ½	—	Tours and Nantes	1 ½	—

13, Castle street and Stock Exchange, Liverpool. JOHN GREAVES.

LEEDS, THURSDAY.—The inconvenience of every day seem to overcome as only upon fully that one of the wisdom and expediency of the plan of low fares, which we have advocated so long and so often. The pleasure trips that we are continually advertising—the extent of day tickets—and the new experiment just commenced by the Manchester and Leeds, of allowing passengers to leave either place for any one time on the line by the 2 p.m. train on Saturday, and return any time during Monday or by the earliest Monday train, we can here call serve as expressions of the progress of our favourite idea; indeed, we look upon it as the doctrine of commercial events, and cannot but agree in the words of the homely, though expressive, old saw, "that the ninepence shilling is better than the nine pound."—The principal features of the past week in the share market has been, the serious check in the price of most shares produced by the French news, which, though of course highly pleasing to the "bears," will not, at the we see now, be of long continuance, as produce further effects: in fact, we look upon its enforcement as being already spent, and have no fear but that confidence will be fully restored and before our next weekly report. Railways, which declined from 1 to 2 per cent on receipt of the news, having again completed their re-advance, and Birmingham and Gloucesters, which fell off 40 at per share, having again gained 20 of that. The increase of traffic on the latter for the first week of the half year, amounting to 1,400*l.* that of the same period last year, will, if continued, pay a dividend of 1*l.* per share for the current half year—but, the money market continuing easy, from my the stock to 16 to 17 per cent. The Darlington meeting, held on the 6th inst., passed off favourably on the whole, we should be surprised, if by that of great pleasantness and management, the last year's per cent. for the half year, though we have our doubts. The Norwich shares, 6 pounds, are to be issued in the proportion of one and a quarter to one Darlington Junction, and I am glad to be given notice on a matter of interest to a particular body to the Newcastle and Darlington shareholders, which, however, the Berwick holders may think no why they should come after the meeting of the first Monday in the succeeding operations of Lord Station, and to acknowledge that which seems to be very much like a leg of wood; the shares are at 40 to 42 pm.—Shares with are lost to Leeds, and not the loss of the line; they are down at 71½ and 72, and with the present unsettled temper, which no higher Indian stocks would be over. Yorkshires keep up their last week's price of 100 to 102 pm.; while Brandons, if anything, have somewhat fixed that their Morning appointment, at 110 pm. to 112 pm. It is rumoured that these two lines are to amalgamate—and the more right is sometimes respecting Bradford and Manchester and Birmingham, though we know not with what degree of truth; perhaps, as the former shares have risen to 80, there may be something to it. Though, on the other hand, the latter are worthy of that, at which price we consider them worth notice.—The Brighton continue to do just fairish, but the effect of improving the stock by the 10 London management were very visible a short to one of that of many of our northern lines, the Brighton, as well as some other dividends that we have of Buenos Ayres Railway to us.—Brazil not a different tale.—We subjoin our quotations

Birmingham and Derby	90	London and Blackwall	7½
Birmingham and Gloucester	110	London and North Western	87½
Bristol and Exeter	79	London and Croydon	18
Eastern Counties (50)	11½	Manchester and Leeds	110
Edinburgh and Glasgow	60	Manchester and Birmingham	70
Great Northern	100	Midland Counties	104½
Great North of England	104	Norwich and Brandon	10
Great Western	108½	Newcastle and Darlington	67
Hull and Selby	90	Shrewsbury and Chester	20
Liverpool and Manchester	220	South Eastern and Dover	20½
Lancaster and Preston	20	Taunton and Norwich	14
London and Brighton	47	York and North Midland	111
London and Birmingham	210	Yarmouth and Norwich	12

LEEDS, THURSDAY.—The market has been well supported by nearly all railway shares, notwithstanding the sight in action on the Stock Exchange. Eastern Counties are to be issued—Hull and Selby good, and much business doing at our quotations—Midlands strong. New shares, if any being, rather better.—Shrewsbury and Chester, 20 pm.; Edinburgh & Glasgow, 60 to 61; Hull & Selby, 90 to 92; Hull and Selby, 90 to 92; Leeds and Bradford, 0½; London and Birmingham, 208; Liverpool and Manchester, 220 to 225; London and Brighton, 47; Manchester and Leeds, 110 to 110; Midland Stock, 104½; Newcastle and Darlington, 67; Norwich and Brandon, 10; Shrewsbury and Chester, 20; Taunton and Norwich, 14; York and North Midland, 110; Hull Banking Company, 90 to 91; Hull Dock Company, 100 to 102; Hull Gas, 21½ to 22½; Hull Flax Spinning Mills, 100.

ALEXANDRIA, THURSDAY.—Baltimore Sterling, 10½; Dundee and Arbroath, 80; Edinburgh and Glasgow, 60; Norwich and Brandon, 10½; Glasgow and Greenock, 12½; Glasgow Paisley, Kilmarnock, and Ayr, 10½; Stockton and Darlington, 20½; Manchester, 20½; Wilmington, Wilmington and Raleigh, 7½; Portsmouth, 10; Great Western, 108½; Great Western Bonds, 5 per Cent, 101; Bristol and Exeter, 79; South Wales, 12; Bristol & Gloucester, 15½; Cheltenham & Great Western Union, 10; Grand Junction, 20; Liverpool & Manchester, 220; Manchester & Leeds, 110; Glasgow & Ardrossan, 20; Ditto Preferential, 10; Ditto Bonds, 5 per Cent, 101; Edinburgh & Glasgow, 60; Dublin & Drogheda, 7½; Ditto Bonds, 5 per Cent, 101; Dublin & Kingstown, 7½; Ditto Bonds, 5 per Cent, 101; Dublin & Belfast, 8; Ditto Bonds, 5 per Cent, 101; Ulster, 20½; Ditto Bonds, 5 per Cent, 101; Cork & Passage, 5; Ditto Bonds, 5 per Cent, 101; Waterford & Kilkenny, 5; Ditto Bonds, 5 per Cent, 101; Limerick & Ennis, 5; Ditto Bonds, 5 per Cent, 101; Limerick & Foynes, 5; Ditto Bonds, 5 per Cent, 101; Great Southern & Western, 5; Ditto Bonds, 5 per Cent, 101; Dundee & Arbroath, 80; Dundee & Newtyle, 50; Edinburgh & Dalkeith, 50; Edinburgh, Leith & Newhaven, 50; Edinburgh, Perth & Dundee, 100; Glasgow & Ayr, 100; Glasgow, Paisley & Greenock, 100; Glasgow, Paisley, Kilmarnock & Ayr, 100; Monkland & Kirkintilloch, 100; Monkland & Kirkintilloch New, 100; Newcastle & Carlisle, 100; Newcastle & Darlington, 100; Stockton & Darlington, 100; Arbroath & Forfar, 50; Dundee & Perth, 50; Edinburgh & Northern, 50; Glasgow, Dumbarton & Helensburgh, 50; Glasgow, Garnkirk & Coatbridge, 50; Glasgow, Paisley & Ardrossan, 50; Glasgow, Paisley & Renfrew, 50; Glasgow, Paisley, Kilmarnock & Ayr, 50; Glasgow, Paisley & Greenock, 50; Glasgow, Paisley & Greenock Preferential, 50; Glasgow, Paisley & Greenock Deferred, 50; Glasgow, Paisley & Greenock Extension, 50; Glasgow, Paisley & Greenock Extension Preferential, 50; Glasgow, Paisley & Greenock Extension Deferred, 50; Glasgow, Paisley & Greenock Extension Deferred, 50; Glasgow, Paisley & Greenock Extension Deferred